

The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1880.—VOL. XLI.

London, Saturday, September 2, 1871.

WITH FIVEPENCE.

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150 Great Vor, £29 1s. 9d.
150 Marke Valley, £15 18s. 9d.
20 North Treskerby, £5.
20 Pennerley, £4 3s. 9d.
25 Caegynew, £6 3d.
25 Drake Walls, £6 9d.
20 Pacific, £5 8s. 9d.
15 East Caradon, £5 2s 6d.
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MR. THOMAS SPARGO, MINING ENGINEER, STOCK AND SHAREDEALER, 224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

WHEAL GRENVILLE, EAST WHEAL GRENVILLE, Treleigh Wood, West Caradon, Wheal Lucy, New Rosewarne, and Wheal Crobo mines specially recommended. Wheal Grenville shares, in all probability, will be worth £20 each; East Grenvilles, £10; Treleigh Woods, £150; West Caradons, £7; Wheal Lucy, £20; New Rosewarne, £150; and Wheal Crobo, £5.

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Some valuable hints as to the purchase of mining shares will be found in Mr. THOMPSON'S "Investment Circular" for September; now ready; post free, price 6d.

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Daily List of closing prices in British and Foreign mines every evening (free). References exchanged. Bankers: London Joint-Stock Bank.

MESSRS. W. M. MARLBOROUGH AND CO., 29, BISHOPSGATE STREET WITHIN, LONDON, E.C. (Established 17 years), have FOR SALE the FOLLOWING SHARES at prices annexed:—

60 Aberdannant, 20 Frank Mills, 21s.
50 Almada, 20s. 6d.
40 Alvarez, £2 1s. 6d.
20 Bog, £2 1s. 6d.
20 Birdseye Creek, £4 1s.
20 Car Brea, £12.
3 Cook's Kitchen, 27 6s 3d.
25 Caegynew, £17.
1 Devon Consols, £101.
20 Doge Walls, £3 1s. 6d.
50 East Terras.
5 Eberhardt, £40 1s.
10 East Van, £13 3s. 9d.
50 East Rhydatalog.
10 East Lovell, £14 1s.
100 Eclipse, 20s.
5 East Pool, £13 8s. 9d.
50 East Liangynog.
25 E. Grenville, £3 3s.
EAST LiANGYNOG.—A special report will be forwarded upon the receipt of 5s.

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10 Great Vor, £10 2s. 6d.
50 Llanarmon, £2 7s. 6d.
10 Roman Grav., £18 17s 6d.
100 So. Herodsfoot, offer wanted.

30 Taquaril, 7s.
50 East Terras, 20s.
30 Cook's Kitchen, £27 18s.
50 Rhydatalog.
5 Eberhardt, £40 1s.
4 Terras Tio.
40 W. Tankerville, £3 13 6s.
80 Great Lovell.
20 East Grenville.

EAST LiANGYNOG LEAD MINING COMPANY (Limited).—Mr. HENRY MANSELL strongly recommends the purchase of these shares. A detailed report on application; and specimens of the ore just brought from the mine can be seen at the above address.

References exchanged.

Daily List of Latest Prices sent free on application.

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3 Devon Great Consols, 3 Minera, 25 Polbreen, 130 St. Agnes Consols, 150 West Caradon, 25 North Croft, 125 East Terras, 200 Perkins Beach, 130 Gwydyr Park, 50 Wheal Lucy, 25 Treverrick, 20 West Tankerville, 15 East Caradon, 20 Harmony and Montague, 60 Prince of Wales, 110 Wheal Crebor, 50 Willoughby, 50 Plynlimon, 20 Bog, 130 Old Batholes, 15 South Condurrow, 55 Caegynew, 5 Providence, 25 New Lovell, 10 East Grenville, 10 Marke Valley, 15 Great Vor, 60 West Maria, 20 Wheal Grenville, 200 Vron United, 3 Cook's Kitchen, 50 Almaville, 260 Anglo-Brasilian, 20 Birdseye Creek, 200 Sao Vicente, 250 Rossa Grande, 20 Eberhardt, 25 Sierra Botte.

SPECIAL BUSINESS in St. John del Rey, Poldice, Van, Minera, New Pembroke, Wheal Jane, East Darren, and Bwch Consols.

THE STOCK AND SHARE MARKET.—

Notwithstanding the holidays, there has been of late great activity in the Stock and Share Markets, and a considerable rise in most of the stocks and shares has taken place. The markets still continue very firm, with an upward tendency. The harvest is being got in rapidly, and promises to be a very abundant one; the Money Market is easy, and trade expanding to a surprising degree.

The position of the Mining Market at present is, that there is much less doing in foreign gold mines, &c., and much more actual business doing in Cornish, Shropshire, and Welsh Mines. The leading tin, lead, and copper mines are those to which investors and speculators ought to direct their attention, for there is no class of security which offers so good a chance of success as mining, when judiciously gone into. As regards the foreign gold schemes and companies, too much caution cannot be exercised, as has been recently so pointed out in the columns of the "Times."

DIVIDENDS ON STOCKS AND SHARES.

During the next few weeks the half-yearly dividends will be paid on the funds, banks, railways, and other descriptions of stocks and shares, and, no doubt, a fair proportion of the capital thus liberated will be reinvested in mining shares. The result of this will naturally be to advance the value of the particular mining shares that may be purchased; so that those who at once effect their purchases, will, in all probability, do so at much more moderate prices than those who defer the operation. The present may be considered one of the most favourable opportunities that has presented itself for many years past for securing shares in sound dividend and progressive mines at prices far below their actual value.

From P. WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST," No. 650, for Friday, Sept. 1, 1871. Price 6d. each copy, forwarded on application.

MR. PETER WATSON, STOCK AND SHAREDEALER, 79, OLD BROAD STREET, LONDON, E.C.
Bankers: The Alliance Bank, and Union Bank of London.

WEEKLY MINING CIRCULAR, EVERY FRIDAY.—LONDON DAILY RECORD, STOCK & SHARE LIST, Every Evening. Published by P. WATSON, Stock and Sharedealer, 79, Old Broad-street, E.C.

MR. W. H. COOKE, 42, CORNHILL, LONDON, E.C.
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10 Asheton, £4 2s. 6d.
25 Bog, £2 1s. 6d.
50 Caegynew, £1 10s.
2 Car Brea, £182.
4 East Basset, £6.
5 E. Lovell, ex div. £14 1s.

5 East Van, £13 2s. 6d.
10 Hington Down, £2 1s. 6d.
20 North Croft, £2 2s.
5 No. Roskear, £17 1s.
4 East Basset, £6.
10 S. Condurrow, £9 16 3s.

3 West Frances, £60 5s.
10 Wh. Grenville, £6 1s.
15 Wheal Lucy, £3 7s 6d.
5 Wh. Margaret, £17.
2 Wh. Mary Ann, £8 15s.
10 Wheal Uny, £8 15s.

Having visited many of the Lead Mines of Wales and Tin Mines of Cornwall, Messrs. W. DUNN and Co. have acquired information of sufficient importance to induce them to undertake the responsibility of advising their customers as to what shares may be bought with almost a certainty of large profit. There is now a most favourable opportunity for purchasing the shares Messrs. W. Dunn and Co. have in view, particulars of which can be obtained personally or by letter. To parties wishing to invest a small amount—say, from £50 to £500—Messrs. W. D. and Co.'s selections would particularly apply, as they would, by purchasing one kind of shares, have the prospect of an early and great rise in price, and by a corresponding outlay in another kind, derive dividends equivalent to 7 per cent. on the whole of the amount employed.

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All communications to be addressed as above, to which prompt attention will be given.

HITCHENS and Co., from personal inspection, can name three mines on which a great rise must take place on their merits.

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Bog. Mary Ann. Sweetland Creek.

Eberhardt. Powell United. South Aurora.

Eclipse. Pennerley. Utah.

Great Wheal Vor. Perkins Beach. West Esqair Lie.

Parties wishing to purchase or sell in the foregoing are requested to make early application.

WANTED—100 Pacific.

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SOUTH CONDUORROW.—WHY I ADVISED THE SALE OF SHARES IN THIS MINE,

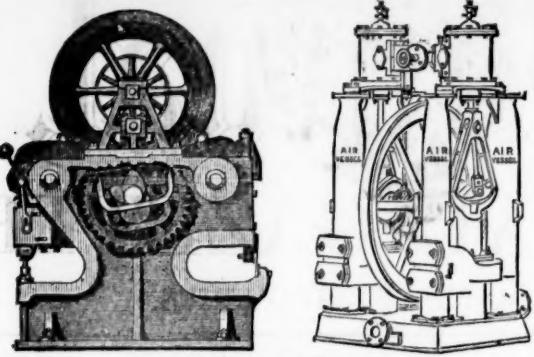
1. On June 14, one day before the meeting, I learned that the losses on the four months' working amounted to £234 7s. 8d.

2.—That by an unprecedented course the sum of £878 4s., realised on the sale of tin on the 14th June, a telegram as to which arrived on the 15th (the morning of the meeting), was at once discounted, and made applicable to dividend.

3.—That the working costs being over £2000 per month, the margin of possible profits is not such as to encourage me in recommending the shares as an investment.

JOHN R. PIKE, Crown Chambers, Threadneedle-street, London.

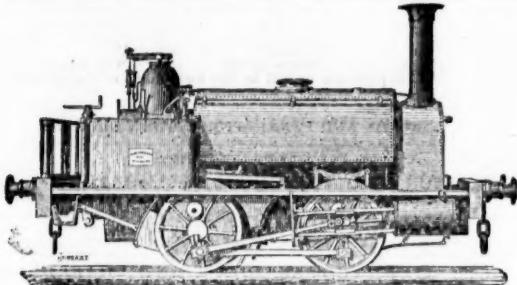
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Messrs. EASTON AND TATTERSALL, Leeds, for part of Montgomeryshire,

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SAWING, PLANING, DRESSING, AND ROCK-BOILING MACHINES
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PROTECTED BY ROYAL LETTERS PATENT.

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TO THE BEST COAL. It is thoroughly waterproof, stacks without liability
to spontaneous combustion, loss, or deterioration on board ship, or in any cli-
mate, and in 30 per cent. less space than coal.It burns with little smoke, forming itself into coke; it is very durable, the
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It will bear rough usage and handling, without breakage.

As regards the manufacture, it is easily and cheaply made; the machinery
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sure is required, or exposure to heat, after moulding to dry or coke (as is usual),
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DUCTORS STEAM PLOUGH ROPES (made from "Wester and Horsfall's"
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TARPAULIN, OIL SHEETS, & ATTICE CLOTHS, &c.

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Registration of New Companies.

The following joint-stock companies have been registered:—

MONTROTIER ASPHALTE AND CEMENT CONCRETE PAVING COMPANY (Limited).—This is a company for acquiring the exclusive right to the concession of valuable asphalte mines at Montrotier, in the department of La Haute Savoie, France, and also for acquiring in conjunction therewith the leasehold blue lias lime and cement stone quarries at Lyme Regis, Dorsetshire. Its capital is 120,000*l.*, in 10*l.* shares. The subscribers are—H. Currey, 37, Norfolk-street, Strand; F. W. Stent, 10, Park-street, Westminster; Lieut.-Col. A. W. Drayson, 6, York-crescent, Woolwich; Henry Adney, 17*½*, Kensington-place, Page-street, Westminster; Lieut.-Col. Charles Napier Sturt, M.P., 61, St. James's-street, S.W.; William Elliott Duncan, 8, The Park, Twickenham; Thomas Snowdon, Stockton-on-Tees; each of whom takes up 25 shares.

LANETOSA LEAD AND ZINC MINING COMPANY (Limited).—Capital 24,000*l.*, in 12,000 shares of 2*l.* each. This company is formed for purchasing the lease and concessions of certain lead, zinc, and other mines, situate in Spain. The promoters are—Richard Taylor, 6, Queen-street-place, 200 shares; John Taylor, 6, Queen-street-place, 200 shares; J. R. Peill, Longcroft, Hayes, 200 shares; W. Cox Spurriers, Harlow, Essex, 150 shares; H. D. Abercrombie, Whitfield-street, Tottenham-court-road, 200 shares; Robert Henty Rothley Temple, Loughborough, 150 shares; H. Swaffield, 5, Queen-street-place, 10 shares.

CHEMICAL LIGHT COMPANY (Limited).—Capital 30,000*l.*, in 15,000 shares of 2*l.* each. This company proposes to purchase from Mr. Henry Howse, of St. Benet's-chambers, Fenchurch-street, his patent rights for improvements in lucifer matches, and to manufacture and sell these indispensable little articles. The subscribers are—William Derry, Lloyds, 100 shares; T. J. Fallon, 1, Arundel-gardens, W., 100 shares; A. A. Speed, Marlborough-road, Putney, 100 shares; Thos. R. Eames, St. Michael's-house, Cornhill, 100 shares; Walter H. Brown, 140, Cambridge-street, Eccleston-square, 5 shares; Samuel Crane Fox, 51, Cambridge-gardens, W., 100 shares; Leonard Jesse, 474, Old Kent-road, 5 shares.

CENTRAL PRESS COMPANY (Limited).—This company proposes acquiring the business of Mr. William Saunders, of 112, Strand, and carrying on the business of newspaper proprietors, printers, reporters, and publishers. It intends to purchase the copyrights of the *Sun* and *Central Press* newspapers, and to acquire the premises, &c., of the Central Press Stereotyping and General Reporting Agency. The capital is 15,000*l.*, in 10*l.* shares, and the promoters of the company are—Major C. J. Keith Falconer, 7, Gledhow-gardens; Leonard Sedgwick, J.P., Carlton Club; J. T. Snell, 85 and 86, Cheap-side; J. H. Munday, 32, Middleton-road, New Wandsworth; James Barton, 23, Great George-street, Westminster; C. J. Fox, 4, Great St. Helen's; P. H. Watts, 1, Montague-road, West Dalston. These all take one share each.

PATENT IRON DOOR AND SHUTTER COMPANY (Limited).—Capital, 60,000*l.*, in 6000 shares of 10*l.* each. This company is formed to acquire certain patents, the property of Mr. James Bigwood, for "improved iron doors, especially adapted for use in ordinary buildings;" also other patents for "improvements in iron shutters;" and others granted to Henry Royal Minns, Francis Ellis, and John Ellis, for "certain improved mechanisms for securing the doors of safes, strong-rooms," &c. The company also takes over the business and plant of Mr. James Bigwood, and is empowered to work or dispose of the same, as well as to grant licences, &c. The promoters, who take 10 shares each, are—Messrs. James Bigwood, 5, Great George-street, Bristol; William Branscombe, 92, Pembroke-road, Clifton, Gloucestershire; J. May Munro, jun., Hill View House, King's Wood, Gloucestershire; William House, 8, Victoria-street, Clifton; James Burgess, the Mall, Clifton; George Anson, 41, Queen-square, Bristol; Charles Coldrick, 13, Lower Manou-street, Bristol.

THE VALPARAISO WATERWORKS COMPANY (Limited).—Capital 200,000*l.*, in 20,000 shares of 10*l.* each. This company is formed to supply Valparaiso with water drawn from the river Aconcagua. The promoters are—Francis H. Webb, 2, Berners-street; H. Wyndham, Croydon; Joseph Robinson, Berkhamsted; John Chapman, 2, Leadenhall-street; Albert Ricardo, 11, Angel-court, E.C.; and N. G. Burch, 27, Alderney-row, N.E.; each of whom takes one share.

CAT HOLES MINE COMPANY (Limited).—Capital 4000*l.*, in 17 shares. This is a company which having been constituted by rules and regulations dated July 1, 1869, has now been registered as an "existing" company, with limited liability. The whole capital is subscribed for by 18 members, the first seven of whom are Messrs. B. Ballden, 13, High-street, Halifax, 20 shares; J. M. Calvert, Gargrave, near Leeds, 100 shares; William Cookson, Holbeck, Leeds, 100 shares; Thomas Dalton, Burley-road, Leeds, 100 shares; Francis Dibb, Gledston Hall, near Marston, 50 shares; Isaac Douglas, Knott's-road, near Todmorden, 485 shares; John Gledhill, 14, Alton-street, Leeds, 1530 shares.

EAST LONDON CEMETERY COMPANY (Limited).—Capital 30,000*l.*, in 5*l.* shares. The object of this company is to provide a burial place for the inhabitants of the densely populated East End of London. For this purpose a considerable piece of land at Plaistow and West Ham has been acquired, which has been duly approved of by the authorities as suitable for the purposes for which it is intended. The subscribers are John Meeson, Stratford, 5 shares; R. W. Kearns, Woolwich Cottage, Cold-harbour Lane, Camberwell, 5 shares; W. H. Sewell, the Green, Stratford, 5 shares; Thomas C. Sewell, St. Mary Axe, 5 shares; W. W. Jobson, 16, Fish-street-hill, E.C., 50 shares; George Mills, 11, St. George's Terrace, Regent's Park, 100 shares; Edward Gellatly, 109, Leadenhall-street, 50 shares.

SYNDICATE UNION (Limited).—Capital, 2,200,000*l.*, in 500*l.* "A" shares, and 5*l.* "B" shares. This is a finance company formed to advance money for all sorts of objects to Governments and other corporate bodies, &c. The directors are the Hon. Thos. C. Bruce; Ignace Ephrussi; Pascoe Du Pré Grenfell; Robert Amadeus Heath; Charles De Mayor; Herman Raffalovich; Chevalier M. de Springer; Baron Edward von Todesco; Albert Warber; Baron G. de Worms.

DRESSING ORES.—Some twelve months since Mr. C. F. COLLOM, of Caxton, invented an improved apparatus for separating metals or metallic ores from other substances, and he has now patented some further improvements, which consist in dividing the revolving table into two parts or concentric circles, one part being arranged by preference at a different angle to the other. A pipe for washing off the ore is so formed as to wash off the ore from the different portions of the table at separate points. The ore from the upper portion of the table is washed off by one portion of the washing-off tube into a launder or shoot, and carried into a receiver or hutch without touching the lower portion of the table, whilst the ore from the lower portion of the table is washed by another portion of the washing-off tube into another receiver or hutch. The water and the refuse and tailings from the general surface of the table is washed into circular receivers or butches. The table may be divided into more than two parts or concentric circles at the same or different angles. Several washing-off tubes may be employed, operating alternately or together. The invention also relates to means particularly applicable to cleaning or dressing gold and silver. In this case grooves or channels are formed in the table or trays for the reception of mercury. The tables in each case may incline to or from the centre.

BORING AND DRILLING MACHINERY.—The invention of Mr. J. W. PARKER, of Camberwell, consists of a bracket frame, or brace, for boring and drilling, so constructed as to be capable of attachment by atmospheric pressure to the solid surface against which the said bracket is to be held. The said bracket consists of two uprights, connected at their upper ends by a cross-bar. To the foot of each upright is fixed or jointed a flat metal frame, having at its underside a disc of India-rubber or leather. These discs are capable of being raised or drawn into their frames by means of screws, so as to leave a vacuum between the said discs and the surface against which the bracket is to be held, thus causing the said bracket to be held firmly against the said surface. When the bracket is used for boring, the auger spindle revolves and slides in a bearing formed in the cross-bar hereinbefore referred to, and is driven by a pulley, which is connected to the said spindle by means of a groove and feather. When the bracket is used for drilling, "centres" are punched in the cross-bar for the upper end of the drill spindle to bear against.

BLAST-FURNACES.—The feature of novelty which constitutes the invention of Mr. ANDREW BARCLAY, of Kilmarnock, is the forming of a series of openings, or an annular flue, in the upper part of the furnace, from which pipes or passages are led to lower levels, and through which pipes or passages the waste gases of the furnace are led down and introduced again into the furnace to act as fuel, or the reverse—that is to say, the gases may be taken off at a higher level, and introduced at a higher one, along with the necessary quantity of air.

Meetings of Public Companies.

PRINCE OF WALES MINING COMPANY.

A quarterly meeting of shareholders was held at the offices, St. Michael's House, St. Michael's-alley, on Thursday,

Mr. J. Y. WATSON, F.G.S., in the chair.

Mr. JEHU HITCHINS (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

A statement of accounts was submitted, which showed a loss upon the operations of the quarter of 568*l.* 10s. 8d.—that is, without crediting 300*l.* worth of ore, and charging for the entire cost of the stamps. The assets exceeded the liabilities by 831*l.* 15s. 7d.

The report of the agents was read, as follows:—

Aug. 30.—Since the last general meeting we have erected 12 heads of stamps, attached to the drawing-engine, which have been working one month by night. Strips, bobbins, &c., for dressing purposes are being got on with as fast as required. The masons are also getting on with the burning-house and flues as fast as possible, and we hope to get it all complete in five weeks from this date. Two winzes have been sunk, one in the bottom of the 65 west, and is communicated with the 77 fm. level; this winze has laid open profitable copper ground for stoning, and given good ventilation. The other in the bottom of the 65 east, under the new shaft; this is also communicated with the 77 fm. level, has laid open good tin ground, and thoroughly ventilated that part of the mine. Our present underground operations are as follow:—Six ends driving, with eight stoves and two tribute pitches. The 90 fm. level, has been driven east 7 fms., lode varying from 1 to 1½ ft. wide, yielding occasional stones of tin and copper ore; in the present end it is 2 ft. wide, producing good stones of copper ore; driving by six men, at 9*l.* per fathom. The 90 west has been driven 7 fms., lode varying from 1 to 1½ ft. wide, composed principally of cassiterite, with stones of mundic and copper ore intermixed, driving by six men, at 9*l.* per fathom. The 77 east has been driven 2½ fms., lode 2½ ft. wide, worth 10*l.* per fathom for tin; driven by two men, by the side of the lode, at 5*l.* 10s. per fathom. The 77 west has been driven 4 fm., the lode in the present end is worth 18*l.* per fathom; driven by six men, at 5*l.* per fathom. The stop in the back of the same pare, at 3*l.* 10s. per fathom; lode worth 12*l.* per fathom. The 65 east has been driven 2½ fms.; lode 2½ ft. wide, worth 8*l.* per fathom for tin; set to two men, at 4*l.* per fathom. Also a stop in the back of this level, by four men, at 2*l.* 15s. per fathom; lode worth 8*l.* per fathom for tin. The 55 cross-cut north is driven 4½ fm. north of north lode, ground very hard and spar for progress; present price for driving, 12*l.* per fathom, with no indications of a lode as yet. The 55 west will be set as soon as we can get men to take it. No. 1 stop, in the back of the 77 east, by two men, at 2*l.* 10s. per fathom; lode worth 10*l.* per fm. for copper. No. 2 stop, in the back of the 77 east, by two men, at 2*l.* 5s. per fathom; lode worth 7*l.* per fathom for copper. No. 3 stop, in the back of the 77 west, by two men, at 3*l.* 5s. per fathom; lode worth 6*l.* per fathom. No. 1 stop, in the back of the 65 fm. level east, by four men, at 2*l.* 15s.; lode worth 8*l.* per fathom for tin. No. 2 stop, in the back of the 65 east, by four men, at 2*l.* 10s. per fathom; lode worth 10*l.* per fathom for copper. The stop in the bottom of the 55 west by two men, lode worth 6*l.* per fathom for copper. The stop in the back of the 45 east by four men, lode worth 10*l.* per fathom for copper. The tribute Department: A pitch in the back of the 65 east by four men, at 5*l.* in 17*l.* and 12*l.* 6*s.* per unit; lode worth 15*l.* per fathom. A pitch in the back of the 45 by two men, at 12*l.* in 17*l.* and 12*l.* 6*s.* per unit; lode worth 5*l.* per fathom. Silver Department: The 29 fm. level, west of the Queen silver shaft, is driven 10 fms.; in the last 4 fms., the lode varies from 1 to 2 ft. wide, composed principally of flookan and mundic, with a little silver intermixed, but not in paying quantities. The stop in the back of this level continues to yield some low-class silver ore. The Queen Company have sunk the shaft 8 fms. below this (the 29 fm. level), to the supposed depth of the deep adit, and have commenced driving east at the bottom. Some good work for silver has been raised in sinking, and there is a small branch of silver ore in the western end of the shaft. In our ground, which we intend working as soon as convenient, we shall also commence clearing the western silver shaft the latter part of next week. On Friday last we sampled a parcel of silver ore, computed 9 tons, samples of which we have sent to the office, and we hope at the end of the month to sample 120 tons of good quality copper ore. Should the tin also equal our expectations, we shall sell by the next meeting 6 tons. In conclusion, we hope you will consider the amount of preliminary work done in sinking winzes, &c., to cut out the ground to supply the stamps erected with stuff, and also the extra cost incurred in labour and materials, erecting the same, laying out dressing-holes, &c., for which there is as yet no counterbalance in the shape of tin sold. Taking into account, however, the kindly appearance of the 90 east, yielding good stones of copper ore, also the 77 west, which is a large strong lode, worth the full value put on it, not forgetting that this is full 20 fathoms further west than any of our previous shoots of ore, together with the prospect of making a good return from the tin department, having, too, a good branch of silver in the west end of the Queen silver shaft, 8 fms. below the present workings, that we hope to commence operations on shortly, we think our prospects are more cheery than for the past year.—J. GIFFORD, F. PHILLIPS.

The CHAIRMAN stated that the accounts might before they were looked into be considered somewhat disappointing, as the costs incurred for and in the erection of the tin stamps, and charged in the quarter, amounted to 300*l.*, while there was tin in course of preparation for market worth at least 300*l.*, and silver 110*l.*, so that without the extra cost, which in reality is adding plant to the mine, and taking the ores unsold, there would be a profit on the quarter of more than 100*l.*, instead of a loss of 568*l.*, which the accounts show. Before next meeting at least 6 tons of tin will be sold, worth 45*l.*, and the agents hope to commence working on a rich course of silver at another level. During the past quarter at the upper level the silver had not been rich, and the produce valued at about 100*l.* In reference to the mine, the bottom levels were very promising, and the ends above were worth 36*l.* per fm.; stoves, 7*l.*; pitches, 2*l.*; total value of points in operation 133*l.* per fathom, so that for the future the prospects were certainly very encouraging. A good deal of tin ground has been laid open during the quarter. In reference to sinking the shaft, he (the Chairman) said the bottom ends had scarcely been driven far enough yet for proper ventilation, and the new shaft, which would be long to be the principal one, was going down on the lode, and now 77 fms. deep.

Mr. HITCHINS, in reply to a question, stated that the 55 cross-cut north had been driven since the last meeting, but no increase of water or ore had been met with. He was more than ever satisfied that his opinion would be confirmed that the richest part of the mine would be found west—for instance, in the 77 there was a lode worth 18*l.* per fathom, at a point 20 fathoms further west than the lode had been to value in any of the upper levels.

The motion adopting the report and accounts was put, and carried.

A vote of thanks to the Chairman terminated the proceedings.

WEST PRINCE OF WALES MINING COMPANY.

A general meeting of shareholders was held at the offices of the company, St. Michael's House, on Thursday,

Mr. S. W. DAUKES in the chair.

Mr. JEHU HITCHINS (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

A statement of accounts was submitted, which showed a balance of liabilities over assets of 439*l.* 14s. 4d.

The report of the agent was read, as follows:—

Aug. 30.—Since the last general meeting we have changed all the pitwork in the shaft, and have cleaned up and repaired the same. We have driven 4 fms. east and 3 fms. west on the course of the lode, which is full 5 ft. wide, composed of cassiterite, quartz, flookan, mundic, and tin, worth for the latter 8*l.* per fathom. Although the lode is not so good for tin now as when reported on by Mr. Hitchins and myself, its size and character are all that can be desired for the production of great quantities of tin; and I would recommend the ends both east and west being prospected by the side of the lode with all speed, and the same cut into when deemed necessary.—J. GIFFORD.

The CHAIRMAN explained in reference to the accounts that the cost of the boilers, new pumps, &c., had amounted to 361*l.* 10s. 2*d.*, and the debit balance of 439*l.* 14s. 4*d.* rendered it necessary to make a call of 1*l.* per share.

The accounts were passed, and it was moved by Mr. J. Y. WATSON, and seconded by Mr. W. S. SUTTON, that a call of 1*l.* per share be made.

The CHAIRMAN remarked that the object in getting this new machinery was to drive the eastern end, which was some 40 fathoms deep, under where considerable quantities of tin were raised many years ago, and this was considered the one important point in the mine, but it appeared now that the west end also was productive.

A vote of thanks to the Chairman terminated the proceedings.

CALDBECK FELLS MINING COMPANY.

The half-yearly meeting of shareholders was held at the offices of the company, Carlisle, on Monday.—Sir R. BRISCO, Bart. (Chairman of the board of directors), presided; and there were also present Mr. Banks, Highmoor House; Mr. R. Brockbank, Carlisle; Mr. Irving, sharebroker; Col. Brisco; Mr. Brown, Lichfield; Mr. Elliot Aspinwall; Mr. E. Banks, Mr. Mulcaster; Mr. Crosthwaite, Workington; Dr. Cowan, Capt. Hawke, and Mr. Lainton (secretary).

The SECRETARY having read the notice convening the meeting, the seal of the company was affixed to the register of shareholders.

The report (which was given in last week's Journal) referred to the continued improvement in the mine, the ore having been sufficient to meet the cost, and leave a small profit on the half-year's working. The report adds that the amount expended on the capital account during the half-year had been 37*l.* 12*s.* 4*d.*, which includes the cost of a steam-engine and water-wheel. The directors are glad to be able to state that the Alton Bank have compromised their claim against the company for the sum of 50*l.*, each party paying their own legal expenses. That claim being settled, the directors recommend that the forfeited shares, which were the subject of litigation, should now be distributed *pro rata* to the shareholders, to be issued at the rate of 2*l.* per share, with a view to the liquidation of the bank debt. The manager's report, which referred principally to technical points in the working of the mine, was also presented to the shareholders.

The CHAIRMAN, in moving the adoption of the report and statement of accounts, said he was happy to see they had now got to the present favourable position in the mine. They were now clearly, as far as they could believe, looking forward to immediate success. They were informed, and they had every reason to believe it was true, that a large amount of ore was laid open, and ready to be brought out of the mine as soon as all their washing machinery was in motion. They had laboured under

very great difficulties in former years owing to the droughts of summer and the frosts of winter, and they were reluctant to lay out capital until they were able to see their way to overcome these difficulties. He next mentioned that it had been decided to put down a turbine wheel, which would be worked by water coming from the upper surface of the earth. That water ultimately went to the washing floor, but on its way was made to work the turbine wheel. Of course, water was substituted for coal, which was a very costly article. They were informed that they had laid open now in the mine property in ore to the value of 50,000*l.*; but, of course, there would be additional costs of washing, &c., to enable it to be brought into the market.

Dr. COWAN seconded the motion, and congratulated the shareholders on their very favourable prospects. He hoped that in a short time they would be enabled to give the shareholders a good dividend.

Mr. CROSTHWAITE pointed out that the re-issue of the forfeited shares would not clear off the debt. They would still be 150*l.* or 160*l.* to the bad. He suggested that it would be better to make a call to clear off the debt.—Col. BRISCO said in the accounts a great many items were lumped together, and thought it would be more satisfactory to the shareholders if attached to the accounts there was also an explanation given of these different items.—The CHAIRMAN said the directors had nothing to conceal. If the shareholders wished to have their accounts more voluminous there could be no objection.—Mr. LAINTON proposed that the office expenses, &c., should be given in detail next half year.

Mr. BROWN enquired what was the average cost of dressing?—Capt. HAWKE replied that at present it was 2*l.* to 2*l.* 1*s.* per ton. Formerly the cost was 3*l.*.

The heavy cost of carriage was also mentioned, and Mr. BANKS said there was a strong feeling for a railway in the neighbourhood, and he should think a meeting on the subject would shortly be held at Hesket-new-Market.

The motion approving of the report and statement of accounts was put and carried unanimously.

Col. SALKELD moved, "That the forfeited shares be allotted *pro rata*

and could not be re-purchased, there would be no necessity for carrying out the proposed plan.

Major WELLER said the shareholders, in justice to themselves, could not but support the board. They had given very great attention to the affairs of the company, and the only conclusion the shareholders could come to was that the plan now submitted had been well considered, and under the circumstances was the very best that could be submitted.

Mr. ALLEYNE said that after the explanation afforded by the Chairman, and the exceptional inducements held out to the shareholders to subscribe the additional capital required—the question of bonus being a most important one—he had great pleasure in proposing that the meeting approve the scheme submitted by the board, and recommend its adoption.—Major WELLER seconded the proposition, which was put and carried unanimously.

A vote of thanks to the Chairman and directors terminated the proceedings.

SATURN SILVER MINING COMPANY OF UTAH.

An extraordinary general meeting of shareholders was held at the London Tavern, Bishopsgate, on Monday,

Mr. J. H. CRAWFORD in the chair.

Mr. H. N. WILKINSON (the secretary) read the notice convening the meeting, which explained that it was called for the purpose of considering the action to be taken on the telegram, which it was expected would be received before the date fixed for the meeting, from Mr. Fowler.

The CHAIRMAN would at once state that the message from Mr. Fowler had arrived on the previous Thursday, and that in the opinion of the directors it was a satisfactory message. The shortness of the interval between the arrival of the telegram and the present meeting had prevented the directors from presenting the shareholders with a formal report. The material points they had to consider was the previous history of the Saturn Mine, and the reason of its being open to purchase by the company; and the reason of Mr. Fowler being sent out to report upon the property on behalf of the company. Capt. Tilden had been many years in California, and connected with mines, and his son was in Salt Lake City similarly connected. The son, with three friends, had been prospecting in the territory of Utah, and discovered the Saturn Mine. Two of the party, less sanguine than the rest, sold their interest conditionally to the others, the latter acquiring the right of call of the remaining shares up to Sept. 1. This accounted for the comparative haste that had been necessary in the calling of the present meeting. With regard to Mr. Fowler's appointment, he would state that that gentleman was a member of the Institution of Civil Engineers, and had had considerable experience. He was recommended to the directors by a gentleman who had a large interest in the permanent success of the mine, and submitted some excellent testimonials of ability. Full instructions and suitable cipher had been sent him, and the effect of his telegram when deciphered was that "he considered Capt. Tilden's report substantially correct; that the title to the mines was perfect, and that all the questions relating to Capt. Tilden's report could be answered favourably; one point the ore on surface being 10 per cent. better than represented, while the cost of making the ore ready for market would be 20 per cent. less." There was some doubt in his (the Chairman's) mind at first as to the meaning of the last statement, the cipher being somewhat ambiguous; he had read it that the cost would be \$20 per ton instead of \$15 per ton, as had been stated in the report; but upon further consideration of the telegram and the instructions he believed the deciphering was the correct one. This would make the cost about \$12 instead of \$15, which was very satisfactory.

Mr. JOHN FIELD enquired whether the tunnel had been completed?—The CHAIRMAN said it had, and it had struck the lode at 120 ft.

A SHAREHOLDER asked how long Mr. Fowler had been out there?—The CHAIRMAN said he arrived at New York on the 10th, and the telegram was dated the 24th.—The SHAREHOLDER remarked that as it would take about four days to reach Salt Lake City from New York, they might assume that he had been nearly ten days at the mine before he sent the telegram.

It was ultimately resolved unanimously that the meeting approved of Mr. Fowler's appointment; determined to accept the property, and authorised the directors to give notice of the completion of the purchase; and authorised the directors to pay the \$20,000 payable by the terms of the contract.

The CHAIRMAN thought that as they had disposed of the requisite business, he might mention that they had that day received more favourable intelligence. Working from below at 120 ft. they had cut through 4 ft. of the lode, solid valuable ore, containing gold as well as silver. They had then a small bar of hard ground to cut through before they could take away the remaining 7 ft. of the lode; the information was important, as proving that the lode was similar, though improving all the way down.

Mr. FIELD should have mentioned before that he regarded the appointment of Mr. Fowler as most important. Every confidence could be placed in Mr. Fowler's word, and he was much gratified to find that he could send so confirming a report as to the value of the property.

The proceedings terminated with the usual complimentary votes.

IMPERIAL OTTOMAN MINING COMPANY.

A second extraordinary general meeting of shareholders was held at the offices of the company, Moorgate-street, on Thursday,

Mr. J. F. H. READ in the chair.

Mr. C. W. CARPENTER (the secretary) having read the notice convening the meeting, and the minutes of the last extraordinary general meeting, which were approved,

The CHAIRMAN proposed, and Mr. J. DOWNES seconded, the following resolution:—

"That the resolution unanimously adopted at the last meeting of shareholders be now confirmed.—That the Articles of Association of this company be amended by the insertion of the following article after article 18—18a. The directors may, for the business of the company, if they shall so think fit, issue all or any of the shares in this company remaining unallotted, at such discount, and in such manner as they may think it advisable." Carried unanimously.

The CHAIRMAN expressed his belief that from the recent reports of Capt. Champion and Mr. Harvey (in both of whom the board had the greatest confidence), the prospects of the mine were never really so good as now, and it was generally agreed by the shareholders present that the best plan of raising the necessary capital to carry the works to a success was to issue debentures, with a bonus in shares, to be offered to shareholders, *pro rata* in the first instance.

It was proposed by Mr. BURBIDGE, seconded by Mr. F. O. T. DELMAR, and carried unanimously, that a vote of thanks be accorded to the Chairman.

GNOLL COLLIERY COMPANY.

The first annual report of the managers, Messrs. Shelford and Robinson, has just been issued, and appears to be a very satisfactory one. They have successfully carried out what was originally contemplated, and have executed the works and put them into full operation at an outlay within their original estimate. They say—

The engine and boiler houses have been erected by E. Cribb, sen., and are now completed with the exception of a few details which will take about a week to finish. The work has been well and substantially carried out. A 60-in. pumping-engine has been erected by Messrs. Harvey and Co., of Hayle, Cornwall, together with two Cornish boilers. The engine was tried on Aug. 10, and after certain adjustments had been made, continuous pumping commenced on Aug. 17. The water has already been lowered in the pits 48 ft. 6 in.; at this rapid rate the upper seam of coal will be reached about the middle of October.

The following works have also been executed:—Smiths' and carpenters' shops and stores have been erected. A new road has been made to connect the colliery with the town. The two fire-engine pits have been repaired and enlarged at the surface. A culvert has been made from the pumping pit No. 1 to the town drain, to take off the water pumped from the colliery. A shear legs, capstan, and horse gin have been made for lowering the pumps, and for winding from both pits. These and some minor works have been executed substantially and at the least possible expense, and are now in successful operation. A considerable quantity of tackle gearing, stores, and materials have been obtained.

Two sets of 18 and 15-in. pumps, by the Williams Perran Foundry, Cornwall, have been purchased. The 18-in. set is the one now working in No. 1 pit in connection with the pumping-engine. It is proposed to pump with this set to the first seam at 25 fms., when the 15-in. set will be attached to pump from the lower seams. The works have all been carried out within the outlay we originally estimated.

The colliery has now been made a going concern, and its value as a mining property may be considered to have been very greatly increased since the company purchased it. We believe that the coal will be reached and worked by the end of this year, and that the favourable opinion of this property which we have from the first express will be fully realised.

SHelford AND ROBINSON, M. M. Inst. C.E., F.F.G.S., Managers.

NEW MEXICO, AND ITS MINERAL RICHES.

The following is extracted from a private letter:—

"San Maseo, New Mexico, July 25.

I suddenly abandoned my idea of proceeding to the seat of war, and landed in this country last September, and have during that period seen much to interest me on my travels; and I am convinced that America's wealth in minerals is immense, beyond calculation—at least, none doubt this fact who have seen as much as I have in the six months just passed in a mining and prospecting tour of five months in Colorado, New Mexico, and Arizona; in which time I walked a distance of over 2000 miles on Indian trails, and much of the time in a portion of the country as yet undeveloped. I have seen wealth enough in the hills to liquidate the united debts of the known world.

In February last I became acquainted with a party of gentlemen from California, who were about starting on a prospecting tour through the before-mentioned territories; and as one of the gentlemen had before visited parts of the country through which they were to travel, and in addition was well versed in mining and the working of ores, I determined to join the expedition, partly for pleasure, and in part to satisfy myself as to the reports we hear continually of the fabulous wealth of the gold and silver mines of America.

We started from Denver, in Colorado, about March 1, on foot, with our provisions, tools, &c., on pack animals, and for five consecutive months we have been in the mountainous between the 32nd and 37th parallels, and the Rio Grande river in New Mexico and the Colorado—the boundary between California and the territory of Arizona; and I assure you, except the exposure and fatigues consequent upon a trip of over 2000 miles, I have enjoyed myself intensely, and am becoming daily more and more convinced that the largest fortunes are yet to be taken out of the silver and gold ledges in this country. In Colorado I found some rich mines, but exceeding in richness all my expectations are the silver mines in the territories of New Mexico and Arizona. We travelled while immediately in the mineral-bearing districts very slowly, examining carefully the different ledges and testing the ores; and I believe it to be impossible to find richer ores than are contained in the ledges that we have discovered, taken up,

or located, and secured the properties to. We have found gold, silver, galena, copper, cinnabar, and coal, but I shall only devote my attention to the silver mines. One, and the most serious, difficulty in the way of working the mines of Arizona and New Mexico is the scarcity, and in some localities entire absence, of wood and water. With this knowledge and my own observation, I have borne these absolute necessities in a mining district continually in mind, and have been uncommonly successful. We have secured several ledges of silver ore, each of which is a fortune in itself. The ledges are usually well defined, with smooth hanging and foot walls of granite, slate, or porphyry, and in every way calculated for successful workings. In a district hitherto unknown we discovered, and I have secured, about 6000 feet of silver quartz ledge, with an average width of 12 feet on the surface, running along the side of a mountain where the vein can be tapped by means of a tunnel 100 feet long, 250 feet below the surface, and with a river of pure water running at its greatest distance one half mile away, and any amount of pine, oak, and cedar wood in close proximity. I have tested the ores from different portions of this ledge, and, from an assay of \$70 from surface ore, the assays reached the handsome figures of \$2000 per ton from ore 20 feet below the surface, with the ore improving in quality and the veins growing wider. From 40 to 60 per cent. of galena is contained in this ore, which renders the reduction of it by smelting very easy, and at an expense merely nominal when compared with the product of the ore. Labour is to be had at 2s. per day and keep. The location of this ledge, which by those who have seen it is acknowledged the most promising ever opened in this country, is only about 50 miles from the line of survey of the Southern Pacific Railway, now in process of building, and which I have reason to believe will be completed during the years 1872 and 1873. The climate is the most delightful I have ever experienced, and not one of our party has suffered from illness during our entire trip. I am now for a day or two at the little Mexican town of San Maseo, about 40 miles from the boundary line of Old Mexico, procuring supplies and riding mules preparatory to going back to the mines some 120 miles distant, for the purpose of returning home about December 1, and offering the same to the favourable notice of my friends. I am satisfied that with a reasonable amount of capital expended the mines I have discovered will yield immense returns. I shall take to England with me, for the purpose of working at Swansea, several tons of the ores from the different mines."

ADVERTISEMENT.

From Mr. JAMES HUME:—EBERHARDT and AURORA: The feature of the week has been the rapid recovery of those shares from the temporary depression produced by "bearing" operations. The news to hand report three great discoveries of silver, described as "immense strikes"; and from the depth at which these new deposits are found proves the mines to be making richer and ever in depth. These deposits are called in the district "chambers"—a very appropriate term, when the extent of these cavities are considered; for example, that in the Ward Beecher is nearly 300 ft. long, 100 ft. wide, and of unknown depth, containing throughout chloride ore, worth from \$60 to \$1000 per ton and upwards. A new chamber is just struck in the Eberhardt Mine, 400 ft. deep, the ore in which assay from \$1500 to \$2000 per ton. Another chamber is discovered in the North Aurora, also in the company's property, the produce being also very great. The extent of these chambers or strikes have yet to be proved, but they will most likely be found to be of similar dimensions to those already known. The mines were bought on the basis of 300,000,000 worth of ore being in sight, not including the Ward Beecher. This and the late discoveries must have increased the value of this property many times told. The International Mill, of 60 stamps, is now in full work, also the Oasis Mill, of 10 stamps, besides which, the Stamford Mill is also employed on Eberhardt ore. The returns herefore may be expected to be of a gigantic character. SOUTH AURORA shares are also improving in value. A great deal of prospecting has been done, and any day a "strike" may be made here. Cornish tin shares have suffered a relapse, and the market generally is of a drooping tendency. A 27 dividend only in CARN BREA is a great disappointment to some.—EAST LOVELL: The change in this mine is no matter for exultation, but the reverse. No doubt a great many investors bought at high prices, notwithstanding our repeated warnings of the danger of doing so. For their sake let us hope that further rich bunches may be found.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

OLD LLANGYNOG.—An important discovery was made at this mine on Aug. 24. In driving west in the 90 they have cut the lode richer than was ever seen in any part of the mine before: this must be rich indeed, considering they have had years ago in this mine a lode of solid silver-lead 5 yards wide, 150 yards long, and about the same in depth, which gave enormous returns. This old mine has been at work over 70 years, and during that time has returned nearly 5,000,000 worth of ore, and it is likely from present appearances in the western part of the set to be very profitable for many years to come. They are now erecting a very powerful engine at the western part, to enable them to sink a shaft, and work the lode at deeper levels. The adjoining ground to the west is now taken up by parties who intend working it with the greatest expedition possible, and as they have secured the services of Capt. Jas. Thomas (who was for 20 years manager of the old mine) as their managing agent, his thorough knowledge of the run of the lode in the old mine will be of the greatest service. The workings on the lode at the part where it has just been cut so rich are within about 500 yards of the West Liangyng boundary, the lode passing direct into the latter set.

BALMYNHEAR.—At a meeting of adventurers, held at Falmouth (Mr. Stephen Edmonds in the chair), the accounts to end of May showed a debit balance of 1112*1/2*, and a call of 10s. per share was made. The expenses for the past four months have been 156*2/3*, whilst the receipts for tin sold are 143*1/2*, being a loss during that period of 14*1/3*. There has been a sale of the during the present month amounting to 40*1/2*, which is not credited, and will be considerably over the month's outlay. The agents presented a very favourable report, in the course of which they stated that by sinking the whin-shaft to a greater depth there would be no difficulty in raising double the amount of tinstiff they have been doing for the last four months, and consequently selling twice the amount of tin they have been returning.

NEW ROSEWARNE.—The engine-shaft will go to work this week; as soon as the shaft is drained to the 55 good returns of tin will be made. There is a great demand for the shares, which, however, are unattainable at the market quotations, as they are all held by private individuals, who are not likely to sell with such immediate prospects of success as the mine presents. During

the last working of the mine the shares, then 1024 in number, were as high as 2*1/2* each, and this, too, when tin was at 5*1/2* per ton, and the company were selling their tin in the stone at a manifest disadvantage. The same tin would now realise 8*1/2* per ton, and as the mine is now in 100 shares only, at 10*1/2* each, the value of the mine would still be 13,000*1/2*, less than it was when tin was feeding 3*1/2* per ton under the present prices. The general opinion is that the mine will before long stand at a much higher value than it did under the former working.

WHEAL OSBORNE has been inspected by Capt. John James, who reports that the lodes are large and well defined, varying from 3 ft. to 8 ft. wide. The formation is a congenial slate, bordering on the Godolphin granite hill. The set is bounded east by the old Godolphin Bridge Mine, and on the south by the present West Godolphin Mine. Considering the geological position of the mine, the large and masterly character of the lodes, and the quantity of tin raised by the shallow workers, together with the productiveness of the present operations, he does not hesitate to state his opinion that with anything like the present price of tin there is every prospect of opening a good and profitable mine.

BLAEN CAELAN.—This mine is opening up well; the working levels are yielding 2 tons and 1*1/2* ton of lead ore, respectively, per fathom; and a level east, 10 fms. deeper, is fast advancing to the dip of the above-named rich ore.

The HOWARD LEAD MINING COMPANY, having got the new lease complete, have commenced their operations by continuing the sinking of the engine-shaft on the course of the lode, and, although only 7 fms. from surface, the lode is impregnated with lead throughout. There is no doubt, we are informed, under the able superintendence of Capt. Williams, this will, in a short period of time, become a profitable undertaking.

WATSON BROTHERS,

MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

SATURDAY.—Market rather quiet. South Condurrow, East Van, Roman Gravels, Carn Brea, and Great Vor chiefly in demand. South Condurrow, 9*1/2* to 9*1/4*; East Van, 13 to 13*1/2*; Roman Gravels, 18*1/2* to 19*1/2*; Carn Brea, 15*1/2* to 15*1/4*; Great Vor, 9*1/2* to 10; Eberhardt, 3*1/2* to 3*1/4*; Pacific, 4*1/2* to 4*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 12*1/2* to 13*1/2*; Pacific, 4*1/2* to 4*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 5*1/2* to 5*1/4*; Wheal Lucy, 3*1/2* to 3*1/4*; Pacific, 4*1/2* to 4*1/4*; Utah, 15*1/2* to 16*1/2*.

MONDAY.—Fair demand for South Condurrow, Great Vor, Eberhardt, and Pacific at an advance. East Lovell and East Van weaker. South Condurrow, 9*1/2* to 9*1/4*; Great Vor, 9*1/2* to 10; Eberhardt, 3*1/2* to 3*1/4*; Pacific, 4*1/2* to 4*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 12*1/2* to 13*1/2*; Pacific, 4*1/2* to 4*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 5*1/2* to 5*1/4*; Wheal Lucy, 3*1/2* to 3*1/4*; Pacific, 4*1/2* to 4*1/4*; Utah, 15*1/2* to 16*1/2*.

TUESDAY.—Good demand for Eberhardt, advanced to 37*1/2* buyers. Carn Brea, 14*1/2* to 15*1/2*; East Van, and Pacific also enquired for. Eberhardt, 3*1/2* to 3*1/4*; Carn Brea, 15*1/2* to 15*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 12*1/2* to 13*1/2*; Pacific, 4*1/2* to 4*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 5*1/2* to 5*1/4*; Wheal Lucy, 3*1/2* to 3*1/4*; Grenville, 7*1/2* to 8*1/2*.

WEDNESDAY.—Market quiet; dealers busy with the settlement. Carn Brea, 14*1/2* to 15*1/2*; East Lovell, 1*1/2* to 1*1/4*; Roman Gravels, 18*1/2* to 19*1/2*; East Lovell, 1*1/2* to 1*1/4*; Eberhardt, 3*1/2* to 3*1/4*; Carn Brea, 15*1/2* to 15*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 12*1/2* to 13*1/2*; Pacific, 4*1/2* to 4*1/4*; East Lovell, 1*1/2* to 1*1/4*; East Van, 5*1/2* to 5*1/4*; Wheal Lucy, 3*1/2* to 3*1/4*; Grenville, 7*1/2* to 8*1/2*.

THURSDAY.—Settling-day. The chief demand has been for Pacific, Eberhardt, New Rosewarne, and Treleigh Wood, at an advance. Carn Brea shares flatter. Pacific, 5*1/2* to 6*1/2*; Eberhardt, 3*1/2* to 4*1/2*; New Rosewarne, 4*1/2* to 5*1/2*; Treleigh Wood, 3*1/2* to 4*1/2*; Carn Brea, 13*1/2* to 14*1/2*; East Lovell, 7*1/2* to 8*1/2*; West Basset, 4*1/2* to 5*1/2*; Wheal Lucy, 3*1/2* to 4*1/2*; Utal, 15*1/2* to

driving the 46 fathom level east and west, in both which drivages the lode is of much the same character as in the shaft. It is important to continue driving east, in order to open a communication with the eastern, or flat-rod shaft. In driving west we shall accomplish the very desirable object of communication with Cartwright's shaft, and consequently be able to prosecute the ore ground there in depth without hindrance from water. We shall also be testing the lode in the neighbourhood of the cross-course, which is about 15 fms. beyond the present end, and about which it is likely that the lode may be found productive.—
Eastern Shaft (Flat-rod) : We are driving the 44 fms. level west, in which the lode is large, and of a promising appearance. In the absence of further discoveries our sales of copper ore are likely to be about the same as they have been ; but, of course, whilst we are opening out the lode at the several points which have been referred to the probabilities are greatly in favour of our meeting with new resources, which are precisely similar to those of many of the mines which have given the largest profits from copper in this district, fully warrant us in expecting to make large profits here also.

EXCELSIOR.—G. Richards, Aug. 30 : The men are at present engaged cutting plat at the whin-shaft, and hope to get it completed in the middle part of next week, when we shall at once force on the shallow adit west, where we have every reason to believe great and good results will be met with.

FRANK MILLS.—J. Cornish, F. Cornish, N. Addems, Aug. 30 : The winze from the 10th to the 115 fms. has been communicated, and the 115 north end resumed ; there is not yet any change in the appearance of the part of the lode carried, and the same remarks will apply to the 130 north end. The lode in the 110 north has improved, and will now yield fully $\frac{1}{2}$ ton of good quality lead ore per fathom, and presenting a good appearance for improvement. We are crossing west from the 45, south from cross-cut, north from Orchard air-shaft, but we have not yet found any more lode. The lode in the north end at this level is improved, and will yield fair saving work. The stopes and pitches generally are yielding about the usual quantity of ore, but we are very short of hands at present both at surface and underground.

FURZE HILL (Tin).—Wm. Dodge, Aug. 30 : Since commencing operations here the adit level has been cleared, made larger, and secured for a distance of 250 fms. We shall continue the work up to the engine-shaft, which we hope to complete in a fortnight. A cross-cut has also been driven from the adit, and communicated from the engine-wheel-plate 13 fms. We have excavated ground for the engine and drawing-wheels, and the masons are making good progress in building the former. The engine-wheel and pitwork are all on the mine, and the surface work generally is being pushed forward with all possible energy.

GAWTON COPPER.—G. Rowe, G. Rowe, Jun., Aug. 26 : We have had a temporary falling off in the lode at the 95 east ; I am glad to say it has again improved, and is now looking exceedingly well, worth 6 tons of good quality ore per fathom. All other points are without change in the report given for the general meeting. Our samplings are weighed off yesterday 240 tons 7 cwt. 2 qrs.

GLASGOW CARADON CONSOLS.—W. Taylor, Aug. 29 : In the 78 east, on Harvey's, no lode has been taken down since my last report. We are pushing on the cross-cut south from this level, but have not yet reached the lode. In the 62 east the lode is worth fully 12 $\frac{1}{2}$ per fathom ; this lode appears to be south of the lode recently cut by the shaft cross-course. I have, therefore, suspended both these ends for the present, and put all the men to make a short cross-cut. I hope to cut this lode, and make a communication in a week. If we find the other lode going back south of this it will be a very important discovery, which we shall soon prove. The 25 west is producing stones of ore—saving work. The 25 west is worth 10 $\frac{1}{2}$ per fathom. The stopes are about the same as when last reported. The tribute pitches, on the whole, continue to look a little better. The ore sold on the 17th, computed at 240 tons, weighed off 248 tons 15 cwt., realising 10367. 13s. 2d. We hope to have a larger quantity for next sale.

GOGGIN.—Aug. 29 : The lode in the 110, east of winze, is 5 ft. wide, not so good as of late, but still producing some good lead ore, now worth from 15 cwt., to 1 ton per fathom. The lode in the two stopes over this level, 50 and 60 fms. east of winze, is about 12 ft. wide, and will produce on an average 1 ton of lead ore per fathom. In the stopes over same level, 15 fms. east of winze, the lode is 18 ft. wide, worth 15 cwt., of lead ore per fathom. The lode in the stope over the 100 fms. level, 15 fms. east of rise, will yield 8 cwt. of lead ore per fathom. In the stopes over drift, 10 fms. west of rise, the lode is 5 ft. wide, producing 9 cwt. of lead ore per fathom. The tribute pitches in the old part of the mine are producing about $\frac{1}{2}$ ton of lead ore per fathom. The surface work is going on regular, and we sampled 26 tons of good quality ore on Tuesday last.

GORESEED AND CELYN LEVEL.—Aug. 31 : The driving along the north and south lode to Gorseed is harder ; this I anticipated, for we are expecting to meet with one of the tribes of east and west joints. The sumps and tribute pitches are producing their usual quantities of ore.—Waen Vein : I am pleased to say we have cut a small north and south joint, which is letting out water.

GREAT LAXEY.—R. Rowe, Aug. 30 : The shaftmen have not yet completed the driving and casing of shaft, to enable us to draw from the 235 fm. level, but this will be done by the time of our next report. In the 220 end we have intersected what we believe to be the main part of the slide, and have also found the lode on the other side. I, therefore, expect very shortly to see the water reduced, if not altogether drained, from the Welsh shaft ; the ground is now cut out, and all ready in the 200 fm. level, and we are now sending down the rods, &c., in order to facilitate the sinking of the Welsh shaft below the 210 fm. level. In the 210 end the lode has suddenly become small, or, as very well understood here, "nipped," for the time to about 8 inches wide. I have no doubt, after having driven a short distance, it will again widen out into a rich lode, similar to what we have for some time been driving through, as shown in the side of the level, up to within 3 fms. of the end, where the lode (now being taken off) is worth 100 $\frac{1}{2}$ per fathom. The lode in the sump sinking below the 200 is worth 80 $\frac{1}{2}$ per fathom, and the rise towards the 190 is worth 60 $\frac{1}{2}$ per fathom. The lode in the 190 end is improving, now worth about 60 $\frac{1}{2}$ per fathom ; and the 180 end is also worth 60 $\frac{1}{2}$ per fathom, but there is still a great portion of the lode standing unbroken in the hanging side of the level. The rise going above the 165 fm. level is worth about 70 $\frac{1}{2}$ per fathom ; this is on the western lode, while to the east we believe a large and richer lode is standing in whole ground, but our object is to communicate as rapidly as possible with the 145 sump, on account of the air, which is now very bad, both in the rise and end of the 165 fathom level. The lode in the 155 end is now improving in size and quality, the staff being fit for the washings ; for a long time the lode in this end has been much disordered, and scarcely discernible. The lode in the sump sinking below the 165 fm. level is worth about 70 $\frac{1}{2}$ per fathom ; this is on the western lode, while to the east we believe a large and richer lode is standing in whole ground, but our object is to communicate as rapidly as possible with the 145 sump, on account of the air, which is now very bad, both in the rise and end of the 165 fathom level. The lode in the 155 end is now improving in size and quality, the staff being fit for the washings ; for a long time the lode in this end has been much disordered, and scarcely discernible. The lode in the sump sinking below the 165 fm. level is worth about 70 $\frac{1}{2}$ per fathom ; this is on the western lode, while to the east we believe a large and richer lode is standing in whole ground, but our object is to communicate as rapidly as possible with the 145 sump, on account of the air, which is now very bad, both in the rise and end of the 165 fathom level. The lode in the 155 end is now improving in size and quality, the staff being fit for the washings ; for a long time the lode in this end has been much disordered, and scarcely discernible. 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per fathom. In the stop in back of this level the lode is worth 81. per fm. -Western Shaft: The cutting of the pit is nearly completed, and shall soon be ready for sinking.

—William Nancarrow, Aug. 31: I think the lode in the 130 east, Big Ore, is looking better to-day than it did yesterday, when I wrote the report; also at Foster's pit shaft, sinking below the 25, the lode looks better to-day, and if we are not on the eve of having a bunch of ore here I shall be greatly mistaken.

PERIN WHEAL VVYVAN.—D. R. Stickland, Wm. Perry, Aug. 31: The shaft is now down nearly 10 fms. No. 2 lode is good through the shaft, and is 2 ft. wide, carrying quartz and gossan. We hope to cut the caunter, or the north and south lode, in the course of the month of September. We set this shaft to sink for the month; lode full 4 feet wide, carrying mudi and small fookan. No. 3 lode is set at 3 ft. per fathom: this lode going to hill is getting much more settled, and not many fathoms to drive before we meet where it is considered the cross-course will intersect.

PRINCESS OF WALES.—T. Foote, G. Rickard, Aug. 30: The ground in the 50 cross-cut, north of Harris's engine-shaft, driving towards the north end of the shaft, is of a stillish nature for progress, being mixed with spar and capel; we, however, expect the ground will give for the better as we end advanced. We have also resumed driving the 50 west on the south part of the lode, which is altogether 3 ft. wide, consisting of spar, capel, and mudi, with stones of tin, presenting every indication of becoming a valuable lode for that mineral.

QUEEN.—W. Knott, Aug. 31: Since my last report the clearing of the engine-shaft has been completed to the 40 below adit, pit cleared up, and shaft cleared 6 feet below the 40 for a fork, and the men have commenced cross-cutting south towards the lode according to the underlie of which, and the distance from the shaft, at the 30 or level above, we have about 2 fathoms to drive to intersect the same, which I anticipate will be done in about two weeks from this time. The ground in the rise in the back of the 30, by the side of the lode, is much as last reported. In the 20 fm. level the men are making fair progress driving east by the side of the lode towards Cook's shaft.—Cook's Shaft: The men have completed the timber work in this shaft to the 20 below adit, and are now engaged cutting pit at that level preparatory to driving east and west on the course of the lode. In the 10 fm. level east the men are driving by the side of the lode, which when last taken down was 2 feet wide, and of good average quality tinstuff, but not much copper to value. In the 10 fm. level west the lode is end is from 18 in. to 2 feet wide, highly charged with arsenic and copper, and will also yield over 1/2 cwt. of tin per ton of stuff. The tribute pitches are yielding their usual quantity of coppery mudi.—Silver Department: In the deep adit end, east of cross-cut, north of engine-shaft, the lode is full 3 feet wide, of the same character and appearances as last reported, but I have not made any assays from this lode the last week; we shall draw to surface in the early part of the coming week from 15 to 20 tons of the lode from this end, and again test the value of the same for silver.—Bennett's Western Shaft: This shaft is now down 8 fathoms 1 foot on the 10 fm. level below adit; the lode continues its size of 3 1/2 to 4 feet wide, with a leader of carbonate of iron interspersed with lead and silver, but not rich; the stop in the back of this level is producing silver ore of moderate quality. The masons have nearly finished the masonry for the stamps-axe, &c., and carpenters are busily engaged preparing the timber work, and we hope by the end of September we shall be ready to start the stamps and the calcining furnaces at the new amalgamation works. We have attached the six head of stamps to the steam-engine at the model amalgamation works, which is doing a very fair amount of work, and which will further prove by this small scale what can be done on the large scale we intend working on.

BEDMOOR.—F. Bennetts, Aug. 31: The lode in the 25 west is worth 37. 10s. per fathom. There is no change to notice in the lode in the new shaft. The lode in the end and stop, west of the south shaft, is worth 7. 10s. per fathom. The lode in the stop in back of the 25 is worth 47. per fathom.

HYDATLOG.—James Dunkin, Aug. 30: In the 25, west of the engine-shaft, the lode is much improved in appearance, and I think we shall soon get a good course of lead here, as the lead course is opening, and will now produce 15 cwt. of lead per fathom. In the 15 the lode is large, of a very promising appearance, and producing good stones of lead ore, and throwing out much more water. The new shaft on this lode is much the same as for some time past; lode large, and the ground improved for sinking. The dressing department is rather slow, in consequence of all the hands possible being with the farmers gathering in the harvest; however, I am glad to say this is nearly closed, when we shall be able to have what hands we may require, and shall get on with it pretty fast.

BOCHE CONSOLS.—T. Parkyn, Sept. 1: We are still sinking the shaft with all possible dispatch, and the water is increasing, and in another fortnight I hope we shall have a full supply of water, as by that time the repeating will be ready and in work. The lode in the shaft is yielding good work for tin.

ROMAN GRAVELS.—A. Waters, Aug. 31: The settings for September are as follows:—The 95 cross-cut, east of old engine, by six men, at 9. 10s. per fm. : ground of a favourable character. The 95 cross-cut west, by four men, at 8. 10s. per fathom: good progress is being made in this direction. The 80, south of the shaft cross-cut, on the Roman vein, by six men, at 14. per fathom : lode 2 ft. wide, and orey throughout. A stop in the back of the said level, by two men, at 7. 10s. per fathom : lode worth 2 tons per fathom. The 80, south of Foster's cross-cut, on the east lode, by two men, at 9. per fathom : the lode is worth 3 tons per fathom. The 65 to drive north of No. 2 cross-cut, by six men, at 15. per fathom : lode worth 8 tons per fathom. The stop in the roof of the said level, by six men, at 7. per fathom : lode worth 8 tons per fathom. To drive north and south from the bottom of No. 1 winze, below the 65, on the Roman vein, by nine men, at 14. per fathom : the men to draw all the stuff and water—the lode in each end 3 to 4 ft. wide, worth 4 tons per fathom. We shall soon be entering the rich ground (seen north and south of No. 2 cross-cut) north and south here. No. 1 stop, in roof of the 65, south of Beauman's winze, by six men, at 15. 10s. per fathom : lode worth 4 tons per fathom. No. 2 stop, in the same level, by six men, at 7. 10s. per fathom : the lode is worth 8 tons per fathom. The 65, south of No. 3 cross-cut, by six men, at 15. per fathom : the lode is 3 ft. wide, worth 3 tons per fathom. This end is now close to the intersection of No. 2 caunter, on first north lode, and was falling off in yield the last 3 ft. We may expect a wide and rich lode again on the other side of the corner, and between that and Corfield's winze. The 65 is to go north of the latter winze, by six men, at 20. per fathom : lode 6 ft. wide, worth 10 tons of the lode of lead per fathom, and improving every day. The same level to go south of the winze, by six men, at 20. per fathom : lode worth quite 10 tons per fathom. We have now opened upon this great course of ore for 8 fms. long (say, 4 fms. more) and 4 fathoms south of the winze), and sunk through it from the 50 to the 45, and may safely calculate upon the following figures as correct in showing the reserves we may cut up for stops:—14 fathoms deep by 8 fathoms long; 13 fathoms at 10 tons, 120 tons at 12. 13,440. This is for 8 fathoms long, and as high as the 50, but both ends are rich, and will, no doubt, continue so south to Stokes's 75 fathoms, and north to caunter 25 fathoms; north of the latter point, in the 65, north and south of No. 2 cross-cut, we have laid open a run of over 55 fathoms long. The 60 to drive south of Stokes's, by nine men, at 15. per fathom : lode worth 5 tons per fathom. We have 50 fathoms to drive through a course of ore in the shaft. We have completed the driving in the adit to the main shaft for air-way. The new south engine-shaft is case and divided, collared up for winding with machine kibble, and the men will resume sinking for good next week. The portable engine is working splendidly.

ROSE AND CIVERTON.—S. Michel, Aug. 31: You will see from a box of ours from Forster's shaft that we have an important discovery, such as I have not seen for many years—a splendid lode. I have arranged to put on more hands to store the backs.

ROSEWALL HILL AND RANSOM UNITED.—J. Daniel, Wm. Buglehole, Aug. 30: Standard Lode: The lode in the 110, driving east of Ransom shaft, is 6 ft. wide, yielding a little tin. The lode in the 100, driving east, is 2 1/2 ft. wide, worth 16 per fm. The lode in No. 1 winze, sinking below this level, is 18 in. wide, worth 61. per fathom. We have resumed the sinking of No. 2 winze, which is 14 fm. east of No. 1 winze, referred to above; the lode in this winze is worth 12. per fathom. The lode in the stop in back of this level (the 100) is 2 ft. wide, worth 10. per fathom. The lode in the 90, driving east, is 2 ft. wide, yielding a little copper and tin. The lode in the winze sinking below the 80 is 2 ft. wide, worth 12. per fathom. The lode in the 60, driving east, is much the same as was last reported, on worth about 51. per fathom. The lode in the winze sinking below the 80 is 18 in. wide, worth 51. per fathom.—No. 2 North Lode: The lode in the 100, driving west, is without any particular change to note. Our tribute department is much the same as when last reported on.

SOUTH CARN BREA.—Wm. Rich, James Knotwell, Aug. 30: The lode in the 130 end east is 6 feet wide, with well-defined walls, worth fully 25. per fm. for copper and tin. The rise in the back of this level is worth 15. per fathom.

SOUTH CONDURROW.—J. Vivian and Son, William Williams, Aug. 31: In the 82 fm. level, west of King's shaft, we have not yet intersected the lode. In the 71 fm. level, west of King's shaft, the lode has still further improved, and is now worth about 45. per fathom for a width of 5 feet. In the 71 fm. level, east of cross-cut, west of King's shaft, we are carrying a width on the south wall of about 5 feet, which we estimate to be worth 15. per fathom. The 61 fm. level, east of cross-cut, west of King's shaft, is worth about 40. per fathom for a width of 9 feet. In the 51 fm. level, west of cross-cut, west of King's shaft, we are carrying a width of about 6 feet, which we estimate to be worth about 50. per fathom. The 49 fm. level, east of cross-cut, west of King's shaft, we are carrying a width on the south wall of about 80. per fathom. We are continuing the same width, which is also worth about 80. per fathom. We are continuing the 51 fm. level, east of cross-cut, west of King's shaft, we are carrying a width on the south wall of the lode, and find that we are still discovering cinstone which will pay well for working, and there is no indication yet of the north wall of the lode. In the 10 fm. level, east of new shaft, the lode is about 2 feet wide, and worth about 15. per fathom. In the adit level east of new shaft the lode is 1 1/2 ft. wide, and worth about 51. per fathom.—Wood's Lode: In the 20 fm. level, east of the engine-shaft cross-cut, the appearance of the lode has much improved, it being about 2 ft. wide, and we estimate it to be worth about 51. per fathom.

SOUTH DARRIN.—John Boundy, W. H. Boundy, Aug. 26: Setting Report: The 80 to drive west, by six men, at 10. 15s. per fathom: the lode in the end is 3 1/2 ft. wide, composed of quartz, country rock, copper, and lead ore, present value 26. per fathom, and the appearance of the lode indicates a gradual improvement as we advance. The 70 to drive west, by six men, at 11. 10s. per fathom; the lode is 2 ft. wide, but at present disordered by a cross measure of ground. We think, however, the lode will improve again soon, as it still produces good stones of lead and copper ore, and looks exceedingly promising.

To stop the over the 70 west from the shaft, by six men, at 80. per fathom; the lode is 2 ft. wide, worth for lead and copper ore 12. per fathom. The 70 to drive west, by four men, at 8. per fathom; the lode is 2 ft. wide, composed of go-kills, carbonate of lime, copper, and lead ores, worth 9. per fathom; and looks fair for an early improvement. The winze sinking below the 70 (under contract) is down 7 fms.; the ground at this point is hard for exploring, which makes the progress rather slow. To stop the bottom of the 60 west, by four men, at 8. per fathom; the lode is 2 1/2 ft. wide, worth 12. per fathom for lead and copper ore. To stop the back over the 50 west by six men, at 8. per fathom: the lode is 2 ft. wide, worth for lead and copper ore 13. per fathom. To stop the back over the 50 west from the winze, by two men, at 8. per fathom; the lode is 2 ft. wide, worth for lead and copper ore 9. per fathom. The 60 to drive west, by four men, at 8. per fathom; the lode is 2 ft. wide, composed of go-kills, carbonate of lime, copper, and lead ores, worth 9. per fathom; and looks fair for an early improvement. The winze sinking below the 70 (under contract) is down 7 fms.; the ground at this point is hard for exploring, which makes the progress rather slow.

WEST GODOLPHIN.—J. Pope, Jun., Aug. 25: South Lode: The sump-shaft is sunk 2 fms. 2 ft. below the 20; the lode in the bottom of the shaft is improved in appearance and productiveness, 18 in. wide, well defined, and worth about 81. per fathom for tin. The 20 is driven east of sump-shaft 3 fms. 2 ft. 6 in.; the lode in the end is 2 ft. wide, very kindly in appearance, and worth 21. 10s. per fathom. The 20 is driven west of sump-shaft 3 fms. 3 ft.; the lode in the end is 6 in. wide, producing a little tin. The 18 is driven east of Thomas's shaft 11 fms.; the lode in the end is 1 ft. wide, worth 51. per fathom.—North Lode: The 16 is driven east of the cross-cut, at sump-shaft, 4 fms. 3 ft. 6 in., and driven west of the cross-cut 3 fms. 4 ft.; the lode in each end is 1 ft. wide, and low-price tin-stuff. The deep adit level is driven east of Vivian's shaft 4 fms.;

full 3 feet wide, principally composed of fookan, with good stones of lead in places; present depth under the 40 fm. level 7 fms. 4 feet. To drive south at the 40 fm. level to six men, stented 4 fathoms, at 32. 7s. 6d. per fathom; lode in the present end 18 in. wide, producing a little lead. I would hear state that we have just passed another slide. To rise in the back of the 40 north, to four men, stented to hole, at 33. per fathom. We hope to communicate this rise with the winze sunk in the bottom of the 25 by the end of this week; lode in the rise poor. Engine and pit work all in good order, and working well.

SOUTH HERODSFoot.—W. Goldsworthy, Aug. 31: The men are making fair progress in driving the 100 cross-cut east, and there is no change to notice.

SOUTH MERLILY.—Aug. 31: The favourable indications announced in my last continue, and I hope to send you further good account next week.

ST. AGNES CONSOLS.—Wm. Vivian, Aug. 28: We have 20 fathoms additional ground added, and shall commence to sink a shaft on the new lode at once. We shall shortly see what it is like; I think it is the Pink lode. The Pink Mine was very rich about 50 years back, and gave immense profits; it adjoins us to the north-east, and is now called Penhalls. The lode I refer to was never found this side of the hill, and from all I can gather I think it must be the Pink lode.

ST. AUSTELL.—T. Parkyn, Sept. 1: The lode during the last week's drivage has considerably improved for iron. We hope to reach the large lode gone down from surface in about another 15 fms. drivage. Our prospects are much better.

TAMAR VALLEY.—John Goldsworthy, Aug. 31: In the 37, driving south of Weston's engine-shaft, the driving is being forced on by the side of the lode, which will be taken down in three or four days. There is no material change in the cross-course will intersect.

TANKERVILLE.—A. Waters, Aug. 31: The shaftmen have completed the fork in the 110, and are now casing the shaft to bring the machine kibble to the bottom. No change in any of the points on the Tankerville lode for the last week.

TERRELL (Tin).—M. Rickard, Aug. 31: The ground in the new engine-shaft is good, but we are not quite clear of the elvan in the north part of the shaft; by another week we shall be rid of it altogether; the water increases daily, and it is more likely that we shall have to work the engine before we reach the 30 fm. level. The engine is all but in readiness to work. The 20 fm. level east, at Edwards's, is through the elvan; the lode is large, compact, and well defined, containing tin, but not to value. The caunter lode in the 20, at Edwards's, is much the same as when last reported on. The new whin-shaft is down about 12 fms.; the ground is somewhat harder, and rather slow progress is being made in the sinking for the present. The stop in the back of the deep level, on the elvan, is yielding fair quality stuff. The winze in the bottom of the deep level, on the elvan, is producing good tin-stuff. The deep level, on the elvan, is yielding superior tin-stuff. The new elvan is producing fair quantities of tin in the stuff, and almost any reasonable quantity can be had at comparatively little cost. The trial shaft on the new caunter lode is down about 5 fathoms; we have the lode in the shaft, and it is looking well indeed. Some splendid stones of tin are being daily taken out. Full particulars on every point are given in our report for the general meeting, to be held on September 2.

TR ELEIGH WOOD.—G. R. Odgers, Aug. 28: The masons are making good progress with the building of the engine-house, and I hope by Saturday the greater portion of the engine will be on the mine. Whilst the engine is being fixed I calculate also to fix the plunger-lift from the adit to the surface, and likewise drop a 12-fm. lift below the adit, that no time be lost when the engine goes to work. We have cleared the adit level, and examined the lode for nearly 60 fathoms in length; we find the lode to vary in width from 12 to 30 ft., and in which we find splendid stones of tin. From the character of the lode I think it will be found very productive for tin, and it being so large any quantity of tin-stone can be raised, so that, in my opinion, it will make a permanently productive mine, and be profitable to the shareholders.

TR EREW.—Aug. 28: Since the last report the lode has been very changeable, at times very soft, with plenty of water, at other times hard patches, with very little water, and throughout last week it was hard and poor, and very unkindly in appearance. We re-set the end to drive by eight men, stented 3 fms.

TRYVARRACH.—T. Uren, Aug. 29: In Browne's engine-shaft, sinking below the 30, the lode has a very promising appearance, producing stamping work for tin. In the 30 west the lode has much improved, now 3 ft. wide, and producing stamping work. In the end driving east the lode continues to look well, producing good saving work for tin.

TYG WYN.—Aug. 28: During the past month the 25 fm. level has been driven east of Tygwyn shaft 3 fms. 4 ft., and now set to six men, at 150s. per fathom; the lode is still strong and regular, with spar and nice strings of lead ore. The shallow level has been driven west 2 fms., and now set to six men, at 130s. per fathom; the lode still continues to look well, about 4 feet wide, and composed of a clay-slate with spar and lead ore, worth of the latter fully 1 ton per fm. We are getting on well with raising stones for the wheel-pit, &c., and also in clearing and opening out of the eastern shaft.

VALE CONSOLS.—T. Corfield, Aug. 31: In the cross-cut in the 55, east of Gundry's shaft, the part of the lode cut through contains a quantity of carbonate of lime, with a little lead and blende—a very masterly lode. We shall have to drive some distance yet before reaching the north wall, on which I am in hope we may yet discover a deposit of lead. In the western level the lode is producing good stones of blende, and looks promising for an improvement. In the deep adit level progress in clearing is slow, but regular; it is in heavy running ground. When the end is reached the driving of this level east on through the eastern ground will be a splendid mining trial. Little's shaft continues to the 40 fm. level, by six men, at 15. per fathom; the lode is 3 ft. wide, worth 3 tons per fathom. This end is now close to the intersection of No. 2 caunter, on first north lode, and was falling off in yield the last 3 ft. We may expect a wide and rich lode again on the other side of the corner, and between that and Corfield's winze. The 65 is to go north of the latter winze, by six men, at 20. per fathom; lode 6 ft. wide, worth 10 tons of lead per fathom, and improving every day. The same level to go south of the winze, by six men, at 20. per fathom; lode worth 8 tons per fathom. We have now opened upon this great course of ore for 8 fms. long (say, 4 fms. more) and 4 fathoms south of the winze), and sunk through it from the 50 to the 45, and may safely calculate upon the following figures as correct in showing the reserves we may cut up for stops:—14 fathoms deep by 8 fathoms long; 13 fathoms at 10 tons, 120 tons at 12. 13,440. This is for 8 fathoms long, and as high as the 50, but both ends are rich, and will, no doubt, continue so south to Stokes's 75 fathoms, and north to caunter 25 fathoms; north of the latter point, in the 65, north and south of No. 2 cross-cut, we have laid open a run of over 55 fathoms long. The 60 to drive south of Stokes's, by nine men, at 15. per fathom: lode worth 5 tons per fathom. We have had very fine stones of lead in sinking no ground on the course of the lode have been opened from this shaft yet. We sold on Friday last a parcel of lead, which weighed 12 tons, at 10. 17s. per ton.

VAUGHAN.—Aug. 29: In the deep adit level east the ground is composed of a light clay-slate, strings of carbonate of lime, and favourable for driving. In the deep adit level east, at Fronfeirig, the lode is 4 ft. wide, composed of a dark clay-slate, carbonate of lime, and unproductive. At surface we have completed putting up pulley-stands and line of rods from the wheel to the engine-shaft, and are now engaged in putting in ladder-road in the engine shaft to the adit level, after which we shall clear the run in the shallow adit level, and put in launders.

VIRTUOUS LADY.—G. Rowe, Aug. 30: Tin Department: All our points of operation are improving in character and value. The lode in the western drivage is producing fine rocks of tin, and the lode in the east drivage beneath the old workings is making larger, and increasing in value, from which we are

preparing a batch of tin for the market without delay.

W. H. Horswill, Aug. 30: Copper Department: The lode in the adit level east continues to produce gossan, quartz, with stones of black and yellow ore, saving work for dressing; the most productive part appears to be in the bottom of the level, and a stop the men are bringing in from the adit level will prove this in the course of a week or ten days. In the stop just referred to the lode is composed of peach, prian, and saving work for copper ore. There is no alteration in the lode in the back of the cross-cut to report on.

W. R. ODGERS.—M. Francis, Aug. 30: I have been expecting to be able to report the intersection of the cross-course, previously adverted to, in the 100 yard level west, and the consequent value of the lode every day latterly, and had it pursued the same inclination from the 80 to the 100 as it has from the 60 to the 80 yard level we should undoubtedly have seen it more than a fortnight ago, but it appears that the deeper we go the more rapid is the inclination from us, for although we have driven fully 9 yards, or 2 yards in excess of the estimated distance, we have not yet met with it; we must, however, be close to it, and we have had evidence of its proximity for some time, evidence, too, that have been daily getting stronger. The attainment of this point may be regarded with great interest, as we have every reason to believe it will show us a good body of ore. The lode in the 80 yard level west is looking well, producing nice lumps of ore, in addition to being easy for driving. No change in the 100 yard level east. The lode in the 100, driving west, is without

* * With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Manufacturing Industry of Scotland: Mining in Lincoln; Hematite Pig-Iron Manufacture: Royal School of Mines (L. Gordon); Utilisation of Waste Coal; Coal Supply; Mining in Prussia; American Mining "Experts," the value of their Opinion: Mining in White Pine, Nevada; Emigration and Mining (R. Tredinnick); Miners' Wages (R. Symons); South Condurrow Mine (J. R. Pike); Chiverton Moor Mine, and its Management (Ward and Littlewood); South Darren and Great North Laxey Mines; Mining in Cardiganshire—Bronfloyd and Darren United; Cefn Consols Lead Mining Company (T. R. Comyn); Virtuous Lady, King, and Queen Mines; South Aurora Mine—Iron and Steel Institute, Vise to South Staffordshire and Shropshire—Foreign Mining and Metallurgy—Foreign Mines Reports, &c.

REPRESENTATION OF TRURO.—It is understood that Mr. George Batters, who has been for so many years deservedly known and respected in mining circles, is about to contest Truro in the Liberal-Conservative interest. His long and varied experience in the commercial world and extensive mining connections render Mr. Batters an eminently eligible representative for such a mining centre as Truro; his matured practical mind, and intimate acquaintance with all departments of mining, are qualifications which would make him a desirable authority in the Houses of Parliament upon many questions of vital importance to all associated with the mineral interests of the country.

ASHETON.—The north and south lode has been intersected in the 20 fathom level in two places, and 100 fathoms apart in both places; the lode is very wide, and good throughout. They will leave backs for 100 fathoms long and 20 fathoms high.

SOUTH LISBURNE.—This mine is situated about one mile from the Lisburne Mines, which have paid in profits over 300,000*l.*, and is on the Esgair Mwyn lode, which has yielded enormous profits. The mine is 50 fathoms deep, and the lodes are large and ore throughout. The machinery will be at work in about two months, when paying returns of silver, lead, and blende will be immediately made. Throughout the year there is an ample supply of water for pumping and dressing. The length of the ground on the course of the lodes is about 100 fathoms and the extent of the set is 150 acres. There are 12,000 shares of 1*l.* each, of which 12*s.* 6*d.* per share has been called up, and it is estimated that 1*s.* per share more will be all that is necessary to place the mine in a profitable position. Some of the leading members of the Stock Exchange are on the direction. The shares are quoted at $\frac{1}{2}$ to $\frac{1}{2}$ prem.

EAST DOLWEN.—On March 18 last the starting of this mine was reported amongst our mining intelligence, announcing that a cross-cut adit level, to be carried 7 feet high by 5 feet wide, was to be extended 30 fathoms from the mountain in a direct line south, nearly dead-level from a point about 10 fathoms above the My-herin river, to cut the Dolwen lode, and that such work had been set to six good men, at 15*l.* per day—either the men to lay the rails as they proceeded, and tram their own stuff. The work went on with good speed, and about June the forepart of the level came into highly mineralised ground, carrying spots of lead ore of so promising a character that, coupled with the influence of the rich discoveries repeatedly made in each of the adjoining mines to the west—Dolwen (Messrs. Balcombe and Son), Ty-gwyn (Messrs. John Taylor and Son), Bodcoff (Messrs. Girdwood and Co.), the agent in the meanwhile put on other men to open costean pits from the surface in this new sett (East Dolwen) to prove the exact run of the Dolwen and Bodcoff lodes throughout it and the whole length of this range of mines. The result of these trials was reported in our columns of July 1. Last week the agents' (Capt. Davys) report announced the completion of the 30-fathoms bargain, together with the setting of an additional 5 fathoms stent, or cut the lode at 6*s.* per fathom, and now have the pleasure of adding that good branches of lead ore, nearly 2*l.* in. wide, solid, were on Wednesday evening last cut in the end of the adit cross-cut dipping south with the lode. We may take this opportunity of congratulating the East Dolwen Company on this success, and the additional proof it conveys of the value of Mr. Balcombe's habit of setting long bargains whenever they can be made with security to the adventure and fairness to the miner; such bargains during his long experience—as reported to the July meeting of Bronfloyd—"have resulted in a saving of money, and, what is oft-times of more value, a great saving of time," and in the present case their efficiency in producing effect is palpable enough; a long length of 31 fathoms of level has been driven in about five months resulting in a good and most encouraging discovery, whilst the men, working loyally and in good spirits, have opened the said adit 8*s.* high instead of 7*s.*, have earned fair and remunerative wages, to say nothing of the pleasure which must to them result of having by their energy contributed to the speedy development of the undertaking.

MINING IN MONTGOMERYSHIRE.—The attention of capitalists to the district in which that celebrated old lead mine Llanguyngog is situate seems to be fast increasing, and mine after mine is being set to work, among which may be mentioned Cwmorog Lead Mine, situated on the same estate as the old mine mentioned above, and the results here are of a very favourable character, as they have abundance of lead in sight. The lode at only 15 fms. from surface was $\frac{1}{2}$ very rich, producing at that shallow depth from 5 to 6 tons of rich silver-lead per fathom. Several other very fine lodes have been discovered in the same sett, highly impregnated with lead ore throughout at the surface. This mine can be worked for many years without the aid of machinery, except for dressing purposes, as the deep adit level will intersect the lodes at 150 fms. in depth, laying open ore ground sufficient to give large profits for many years to come. The important discoveries made in the Cwmorog Mine have drawn the attention of practical mining men to this district, and several promising young mines are now being opened up, holding out great promise for the future, among which may be mentioned Glanhafon, Nant-y-Blaidd, &c. The works in the latter are now being pushed on vigorously, the lode at a few fathoms from surface being several feet wide, and spotted with lead throughout. A deep adit level now being brought up will intersect this lode 18 fms. deeper, when, no doubt, lead in abundance will be discovered—in fact, there is now a pile of lead ore broken from the shallow adit awaiting the completion of the dressing machinery. One of the most important properties lately secured in this district, and now about to be worked, is the West Llanguyngog Mine. There are few mines set to work under such favourable auspices as this one, the sett adjoining the old Llanguyngog Mine on the west, and having the celebrated lode of the latter mine passing direct into the sett. This lode has been worked on for 150 yards long, having a course of solid lead ore for that length 5 yards wide, and holding down equally as rich over 110 ft. in depth. The sales of ore from this mine during the present working amount to the enormous sum of 4,776,000*l.*, giving immense profits to the proprietors, after paying to the Earl of Powis's family in dues 398,000*l.* At the present time they are sinking a new shaft, and erecting a powerful steam-engine thereon, to facilitate the raising of the ore at the old mine. This shaft is only 500 fms. from the boundary of West Llanguyngog, and the lode is very rich at this point, being 7 ft. wide, carrying lead ore for the whole width of the lode, with a leader of solid ore 2 ft. wide. West Llanguyngog Mine can be worked for years without the aid of machinery, except for dressing purposes, as the deep adit level, now being pushed on vigorously, will cut the lode at 50 fms. from surface, and there is no doubt from the rich appearance of the lode in the old mine as it approaches the boundary of the sett but what the adventurers will meet with speedy and profitable results.

NORTH LEVANT (St. Just).—This "important and profitable mine," as the Messrs. Higgs justly denominate it in the short notice that accompanies the declaration of its sixth half-yearly dividend, is now making excellent returns to its shareholders. The present is the second successive dividend at the rate of 15*s.* per share, and the mine really earned a dividend of 20*s.* for 22*s.* is carried forward, and 20*s.* has been paid on account of contract for surface tram-rail. An additional 16 heads of stamps are to be put up, and everything about the mine promises more tin, and yet increasing dividends. Specimens of the ore may be seen, we hear, at the offices of Mr. Y. Christian, 11, Royal Exchange.

EBERHARDT AND AURORA.—In consequence of the directors having received on Tuesday a letter from Mr. T. Phillipps, their agent at Shermantown, informing them that he had made a rich strike of ore, assaying from \$1500 to \$3000 per ton on them, they immediately telegraphed to him to ascertain whether there was any permanence in the strike, and received on Thursday the following reply (three weeks later than the letter):—"Ladies Chamber North Aurora, excellent promises to be permanent. Mines excellent order. Clean up first."

AUSTRALIAN AND NEW ZEALAND DIVIDEND MINES INVESTMENT COMPANY.—The applications for shares in the No. 1 and No. 2 series having been considerably in excess of the number to allot, has induced the directors of this company to issue the No. 3 series, and we hear the share list is fast filling up, and will be shortly closed. Investments made in this way by Mr. Dicker privately, are giving returns of from 50 to 60 per cent., taking an average of mines. The Thames Investment Company, formed after a similar plan, has returned its original capital back many times over.

BIRDSEYE CREEK.—The superintendent is taking advantage of the exceptionally dry season to enlarge the company's ditch to a capacity of 1200 inches, so as to be ready for the autumn rains, which usually commence about the middle or end of November. It is confidently anticipated that on the resumption of washing, and completion of the enlargement, the net monthly profits will not be much, if any, short of 200*l.* per month. The best earnest of the future prospects of the property is that the vendor, who took a large amount of the purchase in shares, has not, and will not, sell a share until the whole property is in full work, knowing, as he does, that it is capable of yielding regular dividends of from 25 to 40 per cent. as soon as the autumn rains commence. Among the knowing ones the Birdseye is considered one of the safest foreign mines held by English hands.

CUTTING COAL.—By the invention of Mr. W. Williams, Liverpool, a frame in a sliding head, operates on a screw block, so that the position of the cutting tool may be from time to time adjusted.

LODON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending August 27 were 10,769*l.* 7*s.* 9*d.*

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 1, 1871.

COPPER.	£ s. d.	£ s. d.	IRON.	Per ton.
Best selected ..	ton 76	0 0 78	Bars Welsh, in London	7 15 0
Tough cake and tile	74	0 0 76	Ditto, to arrive	7 10 0
Sheathing & sheets	75	0 0 80	Nail rods	8 0 0
Bolts	79	0 0 80	Staffd., in London	8 15 0
Bottoms	80	0 0 83	Ditto	8 15 0
Old	60	0 0	Hoops	9 10 0
Burra Burra	76	0 0	at works	8 0 0
Wire	per lb.	0 0 93-10d.	Hoops	8 12 6
Tubes	0 0	10 <i>s.</i> 10 <i>d.</i>	Sheets, single	10 5 0
			10 10 <i>s.</i>	
BRASS.	Per lb.			
Sheets	8d.	8 <i>s.</i> 4 <i>d.</i>	Pig No. 1, in Wales	4 5 0
Wire	8d.	8 <i>s.</i> 4 <i>d.</i>	Refined metal, ditto	4 5 0
Tubes	8d.	8 <i>s.</i> 4 <i>d.</i>	Bars, common ditto	6 17 0
			Do. mch., Tyneore	7 10 0
Yellow Metal Sheathing ..	6 <i>s.</i> 7 <i>d.</i>	Do., railway, in Wales	6 15 0	
Sheets	6 <i>s.</i> 7 <i>d.</i>	Do., Swed., in London	10 2 6	
SPLINTER.	Per ton.			
Foreign on the spot £18	0 0 18 10		Pig, No. 1, in Clyde	3 0 0
to arrive	18 0 0		Do. f.o.b., Tyneore	3 0 0
ZINC.			Do. Nos. 3, 4, f.o.b. do. 2	6 6 0
In sheets	24 10 0		Do., white	7 0 0
QUICKSILVER (p. bot.)	£9 15	0 10 0	Spikes	11 0 0
TIN.				
English blocks ..	£136 0 0		STEEL.	Per ton.
Do., bars (in brls.)	137 0 0		Swed., in kegs (rolled)	12 0 13 0
Do., refined	137 0 0	0 138 0	Ditto, (hammered)	0 0 14 0
Banca	135 0 0		Ditto, in faggots	15 0 16 0
Straits	130 0 0		English, spring	17 0 23 0
TIN-PLATES.*	Per box.			
IC Charcoal, 1st qua. +	9 6 1 10	6	LEAD.	Per ton.
IC Ditto, 1st quality	16 0 1 17	6	English Pig, com.	18 0 0
IC Ditto, 2d quality.	7 6 1 8	0	Ditto, LB	18 2 6-18 5 0
IX Ditto, 2d quality.	13 6 1 14	0	Ditto, WB	19 5 0
IX Ditto, 2d quality.	1 5 0 1 7	0	Ditto, sheet	18 5 0-18 10 0
IC Coke	1 5 0 1 7	0	Ditto, red lead	20 10 0
IX Ditto	1 11 0 1 13	0	Do., white	28 0 30 0
Canadaplates, p. ton ..	13 10 0 15 0	0	Spanish	17 10 0
Ditto, at works	13 10 0 14 0	0		
* At the works, 1 <i>s.</i> to 1 <i>s.</i> 6 <i>d.</i> per box less.				
Terne-plates 2 <i>s.</i> per box below tin-plates of similar brand.				

REMARKS.—Our Market remains in a healthy state, and although some branches of the trade are inactive, still, on the whole, there is cause for satisfaction, as a fair average demand exists for most metals. The trade of late years has become very much divided, owing to the increased number of new firms perpetually springing up, and which has resulted in a less profitable business, yet the competition at the present time does not appear quite so keen as hitherto, and this is a significant sign of the times—either there is more unanimity amongst sellers now that they have suffered, and seen the folly, and paid the penalty, of imprudently under-selling, or that commerce is more widely spread, evenly dispersed, and a fair share falling to the lot of everyone, so that whichever way it may be the interest of all must clearly be benefited. Combinations are objectionable, and invariably terminate unsuccessfully, but a good understanding amongst sellers prevents unnecessary sacrifices, and is calculated to impress buyers with a better opinion of the markets. Rivalry within moderate bounds is legitimate enough, but when carried to excess, destructive of principal and profit, it is a monstrous absurdity, generally ending in ruination.

COPPER.—Since the slight concessions made for India sheets the smelters have been rather better supplied with that description of work, and are now less anxious than formerly about orders for manufactured, and have declined some very good offers for large quantities of 4 by 4 sheets, at limits slightly below the price that they have been willing to submit to. This tends to give a stronger tone to the market, and will impart confidence to buyers. Sellers entertain great hopes in respect to the future; they rest upon the expectation of a large demand ahead for all parts. Not only does the shipping trade to India wonderfully increase, as shown by the statistics of comparative exports in last week's *Mining Journal*, but the home trade is also marvellously extending itself, notwithstanding the substitution in places of other metals, and will doubtless continue to do so in proportion as the population multiplies. In every direction, and for all sorts of purposes, a vast consumption is constantly going on. The quantity used must be immense, especially in the manufacture of yellow metal sheathing and brazing, brass castings, machinery, engines (both stationary and locomotive), railway carriages and vehicles of every kind, harness, gas-fittings, nails, coinage, musical instruments, telegraphs, cartridges, &c. Its various uses, in an alloyed and unalloyed state, are extraordinarily diversified. For instance, in nearly every house, church, brewery, and public building it is more or less to be found in the shape of locks, knobs, binges, hooks, taps, stiles, bell-wire handles, door-plates, roofing, &c., besides general domestic and other purposes, even part of the dress of most people, contain a certain percentage. But it is needless to enumerate more. That which is already stated is surely sufficient to convince the greatest sceptic, while these varied and continuous outlets exist, that there can hardly be any falling off in the demand for any length of time; and, in the end, this important fact cannot fail to be established, that "the consumption of copper is ever greatly increasing." Ores have again realised 13*s.* 9*d.*, and buyers begin to despair of obtaining any reduction. Chili bars, as before, 66*s.* 10*s.* to 9*s.* per ton, and prompt regulating the price. Australian, 7*s.* India sheet, 7*s.* to 7*s.* per ton.

IRON.—The markets are steady, and prices very firm. The chief master which has occupied the attention of the trade this week has been the decision of the meeting at Birmingham. The general opinion is divided, and it is difficult to foresee the consequences. The advance in wages agreed upon to be given to the puddlers only, and not to the millmen, is likely to keep the agitation about a little longer. It is said that the masters are entirely dependent upon the men, and if the millmen insist upon a rise the masters will have to succumb, and pay the advance demanded. Although it was agreed at the meeting that there should be no alteration in the list prices nearly all the leading ironmasters have issued printed notices that further orders must be subject to a rise of 10*s.* per ton, and there is scarcely a house who would set at any less advance, indeed most of them are very indifferent about taking orders, as they are looking for still higher prices, and should the advance in wages be also given to the millmen there is no doubt that the list price will be raised 20*s.*; whether it will be prudent to do so is questionable. The rise of 2*s.* 6*d.* to 5*s.* per ton in iron was justifiable on account of the gradual improvement in the demand, but it is doubtful whether a 20*s.* rise would not very materially curtail orders. A good deal of the business doing lately has been brought about by the prospect of dearer prices, so that many buyers have purchased in anticipation of their requirements, and will certainly not be in the market again for some time. The advance will give a decided check to the export trade for a time. The autumn is fast approaching, and many of the northern ports will be closed shortly. Under these circumstances it seems more advisable to adhere to the rise that has already taken place—10*s.* per ton, and this would seem to meet the case without injuring the demand, for it must not be forgotten that it is not so much to the amount of business doing that the rise may be attributed, but to the determination on the part of the men, taking advantage of harvest time, to secure a higher rate of wages. It is to be hoped that both sides will be reasonable, and adjust their claims with moderation, and be actuated solely by one motive, that of mutual interest, and a settlement based upon this footing will prove to be more durable and satisfactory. Welsh bars are 2*s.* 6*d.* to 5*s.* better, and ironmasters are not inclined to sell large quantities at present, preferring to wait awhile before engaging too deeply. In Swedish iron no change has occurred; the market still being bare of stock, and all cheap parcels disposed of, the future course of this market is in an upward direction. A little fluctuation has shown itself in Scotch pigs; the price receded at one time to 62*s.* 1*d.* cash, and again recovering about 6*s.* per ton. The shipments have not been quite equal to former weeks lately, and which produced some slight influence.—To August 22, 1871, 12,885 tons; August 27, 1870, 12,528 tons; increase, 57 tons. Total increase since December 25, 1870, 12,328 tons.

LEAD.—Our market maintains itself very evenly; scarcely any variation in prices occur, but if anything rather stiffening. The demand for China is limited.

SPLINTER.—A further reduction is reported in Silesian; a sale of 175 tons, at 17*s.* 18*s.* 3*d.* on the spot; 120 tons of zinc sold by auction at 21*s.* 15*s.* to 22*s.*

TIN.—English remains easy, at former rates. Foreign has not undergone any material change in value. Operators are waiting to see the effect produced by the announcement of the Dutch sale of Banca, which is to take place on Sept. 28. The quantity to be brought forward is 83,300 slabs of Banca and 2000 slabs of Billiton. The deliveries for July are not equal to the former month, and may exercise a little adverse influence, but no fear is expressed with regard to the strength of the market. There may be a temporary fluctuation in price until the sale comes off, and the result of the sale will determine the future course. Straits is now quoted 13*s.*; Banca, 13*s.* CHEMICALS AND MINERALS.—(Messrs. J. Berger Spence and Co., Manchester, Aug. 31.) Soda: Cream caustic, little alteration at 12*s.* 15*s.* to 13*s.* 5*d.*; white 60 per cent., 13*s.* 15*s.* to 14*s.*; soda ash firm at 2*s.* 6*d.* to 2*s.* 9*d.*; bi-carbonate, 13*s.*; salt-cake, 3*s.* 5*d.*; Glauber salts, 3*s.* 7*s.* 6*d.*; nitrate of soda quiet, at 14*s.* 3*d.*; Potash, Muriates, 80 per cent., in limited demand at 9*s.* f.o.b., Prussia, red, at 2*s.* 6*d.* to 2*s.* 7*d.*; yellow, 1*s.* 6*d.* to 1*s.* 5*d.*; chlorate, 1*s.* 7*d.* to 1*s.* 8*d.*; bichromate, 8*s.* 4*d.* to 10*s.* 1*d.*; potashes, 3*s.* 6*d.*; pearl ash, 4*s.* 6*d.* to 4*s.* 10*s.*—Alum: At 6*s.* 5*d.* to 7*s.* 1*d.*—Ammonia: White and grey, 1*s.* 10*s.* to 1*s.* 12*s.*; brown, 1*s.* 14

in excess of former reports. East Dolwen, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$; a discovery of lead ore is reported here. Marke Valley, 5 $\frac{1}{2}$ to 5 $\frac{1}{2}$. Devon Great Consols, 95 to 105; the lode in Cole's winze, below the 130, is still worth 50 tons of ore, or 100 $\frac{1}{2}$ per fathom; Railway shaft 80 $\frac{1}{2}$ per fm. New Lovell, 37s. 6d. to 40s.; North Roskear, 17 to 19; Parys Mountain, 3 to 3 $\frac{1}{2}$.

South Carn Brea shares have been flatter, and leave off 20s. to 25s.; the 130 end is worth 25 $\frac{1}{2}$ per fathom, the 110 fm. level 25 $\frac{1}{2}$ per fathom, and the rise in back of the 130 is worth 15 $\frac{1}{2}$ per fathom. Pennerley, 3 $\frac{1}{2}$ to 4 $\frac{1}{2}$; Roman Gravels, 18 $\frac{1}{2}$ to 19 $\frac{1}{2}$; South Cadron, 200 to 220; South Condurrow, 9 $\frac{1}{2}$ to 9 $\frac{1}{2}$; Tankerville, 16 $\frac{1}{2}$ to 17 $\frac{1}{2}$; West Chiverton, 20 to 21; Wheal Agar, 30s. to 35s.; Wheal Basset, 60 to 65; Wheal Lucy, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$. Wheal Margaret, 16 to 17; at the quarterly meeting a dividend of 560 $\frac{1}{2}$ (12s. 6d. per share) was declared. The profit on three months was 592 $\frac{1}{2}$. The tin sold realised 2608 $\frac{1}{2}$. The mine is said to have improved. Wheal Jane, 40 to 42; Wheal Kitty (St. Agnes), 9 $\frac{1}{2}$ to 9 $\frac{1}{2}$; Wheal Mary Ann, 8 to 9; Wheal Uny, 8 to 8 $\frac{1}{2}$; Dolcoath, 17 $\frac{1}{2}$ to 18 $\frac{1}{2}$. West Basset shares have advanced to 44, 5 $\frac{1}{2}$; West Cadron to 2 $\frac{1}{2}$, 2 $\frac{1}{2}$; and Wheal Grenvilles leave off in demand at 7 $\frac{1}{2}$ to 7 $\frac{1}{2}$.

Among foreign mines a large business has been transacted in Eberhardt and Aurora shares, which have also fluctuated violently, and as much as 67 per share in a day. The lowest price reached during the week has been 29 and the highest 41, and they leave off 39 to 40. The advices are said to be of the most favourable character and report the discovery of a rich silver deposit in North Aurora. A very large weekly profit is also being made. South Aurora shares have continued flat, and leave off 37 $\frac{1}{2}$ to 4 $\frac{1}{2}$. The advices are not so favourable, and as the mine is not at present producing ores sufficient to keep the mill going, the agent has contracted to crush about 1500 tons for the Eberhardt and Aurora Company, who have more stuff than they can manage with their large mill. Pacific shares have been in demand, and advanced to 5 to 5 $\frac{1}{2}$; Utah, 15 to 16. The advices continues to be very favourable. A fine rich body of ore has been met with in the long tunnel, or bottom of the mine. Chontales, 30s. to 35s.

The Market for Mining Shares on the Stock Exchange during the week has been very active for Eberhardt, Pacific, Utah, Don Pedro, and Sweetland Creek shares, but the chief attention has been directed to Eberhardt and Pacific. The former has risen from 32 to 40, being an advance of 8 $\frac{1}{2}$ during the week. A most important discovery has been made in the North Aurora, belonging to the Eberhardt and Aurora Company, materially increasing the permanent value of this property. The importance of the late discoveries at Pacific is attested by the sales of ore, which appear likely to place this company in the Dividend List. A sale of 50 tons of ore realised 81,200. In the north cross-cut there are 750 ft. of backs, worth \$650 or 115 $\frac{1}{2}$ per ton, and it is calculated the produce will soon be 5 tons per day. Shares are firm, at 5 $\frac{1}{2}$ to 5 $\frac{1}{2}$. South Aurora Mine shares were flat during the early part of the week, but they close firm, at 4 to 4 $\frac{1}{2}$. Sweetland Creek shares are steady, at 4 to 4 $\frac{1}{2}$, ex div. of 4s. paid on Wednesday. Good progress is being made towards another dividend. Don Pedro shares maintain the late advance, and are steady at quotations. Utah shares are quiet, but firm. The advices on all hands are most encouraging. The first parcel of bullion was sold on Monday, at \$163 per ton, being considerably in excess of the valuation of the vendor. The furnace was running well, so that large and regular returns may now be looked for. The two new furnaces will shortly be completed and set to work. Private letters state that in running the tunnel (in the bottom portion of the mine) a fine rich body of ore has been cut into. Shares close 15 to 16, firm.

In Gold Mines East Van, Pennerley, Van, Tankerville, Roman Gravels, and Asheton have been fairly dealt in. The report from Pennerley is of a greatly improved character. Important discoveries are indicated, especially in the 130, east of engine-shaft, where the lode has increased to 3 ft. in width, and ore throughout. At Potter's pit (adjoining the Tankerville Mine) the lode in the 25 has a promising appearance, and is producing rich stones of lead ore, with every indication of being on the top of a rich pipe of ore. The agent writes that there are still better indications. There will probably be an increase in the monthly sale of ore. The shares are in demand at 4 to 4 $\frac{1}{2}$, and firm. Van has sold for the month 450 tons of ore, at 127. 9s. per ton, and 100 tons of blonde, at 31. 8s. 6d. In Tankerville and Roman Gravel shares a fair amount of business has been transacted, the latter having advanced to 19 $\frac{1}{2}$; the mine is opening out remarkably well, and realising considerable profits, which will progressively increase. In other lead mines no quotable change has taken place.

In tin mines the business has been restricted; Carn Brea and East Lovell are flatter. Great Vor and Tincroft are steady.

The following are the closing quotations:—Asheton, 5 to 5 $\frac{1}{2}$; Beg, 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$; Pennerley, 4 to 4 $\frac{1}{2}$; Perkins Beach, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$; East Van, 13 $\frac{1}{2}$ to 13 $\frac{1}{2}$; Carn Brea, 130 to 135; Devon Great Consols, 97 $\frac{1}{2}$ to 102 $\frac{1}{2}$; Great Laxey, 16 $\frac{1}{2}$ to 17 $\frac{1}{2}$; Great Wheal Vor, 9 $\frac{1}{2}$ to 10 $\frac{1}{2}$; Marke Valley, 5 $\frac{1}{2}$ to 6; Tankerville, 16 $\frac{1}{2}$ to 17 $\frac{1}{2}$; Tincroft, 48 to 50; Van, 56 to 58; West Chiverton, 20 to 21; Almada and Trito, 1-16th to 3-16th prem.; Birdseye, 4 to 4 $\frac{1}{2}$; Cape Copper, 7 to 8 prem.; Colorado Terrible, 6 $\frac{1}{2}$ to 7 $\frac{1}{2}$; Don Pedro, 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ prem.; Eberhardt and Aurora, 39 to 41; Pacific, 5 $\frac{1}{2}$ to 5 $\frac{1}{2}$; Sierra Buttes, 4 $\frac{1}{2}$ to 5 $\frac{1}{2}$; St. John del Rey, 31 to 32; Sweetland Creek, 4 to 4 $\frac{1}{2}$ ex div.; United Mexican, 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$; Utah, 15 $\frac{1}{2}$ to 16 $\frac{1}{2}$; Silver Plume, 3 to 3 $\frac{1}{2}$.

The following dividends were declared during August:—

Mine.	For share.	Amount.
Minera.....	£4 15 0	£8550 0 0
Dolcoath.....	3 10 0	6012 0 0
Tankerville.....	0 6 0	3600 0 0
Wheal Kitty.....	0 10 0	2147 10 0
Carn Brea.....	2 0 0	2000 0 0
North Levant.....	0 15 0	1500 0 0
Bottallack.....	6 0 0	1200 0 0
East Wheal Lovell.....	0 12 6	1191 5 0
West Wheal Seton.....	2 10 0	1000 0 0
Penhale.....	0 3 0	750 0 0
Wheal Owles.....	8 0 0	640 0 0
Wheal Margaret.....	0 12 6	560 0 0
Sweetland Creek.....	0 4 0	3000 0 0
Total.....	£31,150 15 0

The EAST BOSCAWELL TIN MINING COMPANY has been formed for working an extensive mineral property situated in the St. Just district. The property, which is in the neighbourhood of Bottallack, Levant, Boscaswell, Wheal Owles, and Boscowen Mines, is described by Capt. William Eddy (the manager of Boscaswell), who has had many years of practical experience in the district, as a promising mine, and says a doubt cannot exist in the mind of any practical person that if the sett is properly developed it will become a valuable property. The late owners expended a considerable amount of capital in sinking two shafts and driving levels, the value of which to the company is stated to be about 10,000, besides the depth having been attained whence the promising lodes, as yet but little worked, can be fully proved, the one lode that has been developed to any appreciable extent having yielded thousands of pounds worth of tin. The property is held on lease for 21 years, at a royalty of 1-24th, and the vendor has agreed to sell it, including buildings, plant, &c., for 800 fully paid-up shares, and 2500 $\frac{1}{2}$ in cash. The capital is 15,000 $\frac{1}{2}$, in 3000 shares of 5 $\frac{1}{2}$ each.

The INDEPENDENCE GOLD MINING COMPANY (to which reference is made in the *Mining Journal* of Aug. 12), with a capital of 10,000 $\frac{1}{2}$, in shares of 5 $\frac{1}{2}$ each, has been formed to purchase, for 8000 $\frac{1}{2}$, the Independence Mine, adjoining the Sierra Buttes property, 160 miles north-east of San Francisco, and 14 miles east of Downieville. The vein is from 6 to 30 feet wide, with well-defined walls, and dipping at an angle of 45°. The claim is 5000 ft. on the course of the vein, and 500 ft. wide. It is worked principally by day and night, and a large body of auriferous quartz has been laid open by them. The value of the quartz is from \$13 to \$18 $\frac{1}{2}$ per ton, and the concentrated sulphurites yield as much in some cases as \$738 $\frac{1}{2}$. The machinery is driven by water from mountain lakes, supplied by natural springs and the melting of snow. The property has been investigated by Captain N. Bray, of Tregaron, North Wales. It is commented that when the mine is fairly laid open, and the necessary machinery erected, between 3000 and 4000 tons of quartz per month can be crushed, a quantity easily obtainable from such a large lode.

realising the statement of Capt. Bray and Prof. Price "that there is every probability of the mine vieing with its rich adjoining neighbour, the Sierra Buttes, at no distant period, the lode or vein being large, well-defined, and of great prospective value." It is calculated that the above return will yield a profit of from 4000 $\frac{1}{2}$ to 5000 $\frac{1}{2}$ per month, equal to a dividend of between 40 and 50 per cent. per annum on the capital. Messrs. James Hall, James Shepherd, and J. E. Smith (members of the Stock Exchange) are the directors. The prospectus appears in another column.

At Redruth Ticketing, on Thursday, 1467 tons of copper ore were sold, realising 5290 $\frac{1}{2}$ 13s. The particulars of the sale were—Average standard, 101 $\frac{1}{2}$ 14s.; average produce, 6 $\frac{1}{2}$; average price per ton, 37. 12s.; quantity of fine copper, 91 tons 1 $\frac{1}{2}$ cwt. The following are the particulars of the sales during the past month:—

Date.	Tons.	Standard.	Produce.	Per ton.	Ore copper.
Aug. 3.	2433	£100 1 9	6 $\frac{1}{2}$	£21 3 0	£59 5 0
	4188	98 8 0	6 $\frac{1}{2}$	11 7	58 0 0
	31.	1467	101 14 0	6 $\frac{1}{2}$	57 14 0

Compared with the last sale, the advance has been in the standard 37, and in the price per ton of ore about 4s.

At Carn Brea quarterly meeting, held at the mine on Wednesday, the profit on the quarter's working was shown to be about 3000 $\frac{1}{2}$, less 300 $\frac{1}{2}$ expenses on closing the London office. A dividend of 2000 $\frac{1}{2}$, (2 $\frac{1}{2}$ per share) was declared, a balance of over 5500 $\frac{1}{2}$ being carried forward. This is the first dividend that has been made under Cornish management, and Capt. Teague was highly complimented on the success attending the mine. The actual money profit shown on the quarter's working does not actually represent the profits made during that time, as probably not less than 2000 $\frac{1}{2}$, in addition to the ordinary outlay, has been expended in building new engine-house, tramway, &c.

At North Levant meeting, on Wednesday, the accounts showed a credit balance of 1728 $\frac{1}{2}$ 18s. 2d. A dividend of 1500 $\frac{1}{2}$, (15s. per share) was declared, and 223 $\frac{1}{2}$ 16s. 2d. carried to credit of next account. Captains Bennette, Thomas, and Eddy reported upon the various points of operation.

At East Wheal Lovell quarterly meeting, held at the Star Hotel, Helston, on Wednesday, Mr. H. Rogers, the purser, presided. The accounts showed a balance brought forward from the last meeting of 517 $\frac{1}{2}$; merchants' bills and labour cost to end of June having been deducted, there remained a total balance of 1258 $\frac{1}{2}$. It was resolved to divide 12s. 6d. per share, and carry forward 667. 17s. 4d.

At Wheal Margaret meeting, on Aug. 23, the accounts showed a profit of 550 $\frac{1}{2}$, 2s. 7d. on the three months' operations, and a credit balance of 582 $\frac{1}{2}$ 18s. 9d. A dividend of 1500 $\frac{1}{2}$, (15s. per share) was declared, carrying forward 222. 18s. 11d. to the credit of the next account. It was resolved to take future the sum to be paid by tender. On the whole, the prospects of the mine are stated to have improved since the last report, and, should no failing of take place, the agents hoped to show an increased profit at next quarterly meeting.

At Wheal Arthur meeting, held at the mine, on Monday, the accounts showed a credit balance of 1728 $\frac{1}{2}$ 18s. 2d. A dividend of 1500 $\frac{1}{2}$, (15s. per share) was declared. The committee were re-elected—Messrs. Robert F. Alston, James Rodger, Wm. Ewing, G. Stewart Anderson, and T. Currie Gregory.

At Blue Hills Mine quarterly meeting the loss on the three months was 213 $\frac{1}{2}$ 7s. 2d., and the balance against the mine 869. 0s. 6d. The agents report that "the prospects of the mine never looked so cheering as at present in almost every tutwark point in operation, and we feel confident of ultimate success, and that a continuation of present prospects will very soon convert the debit into a credit, and the mine become a lasting and profitable one to the adventurers."

At East Chiverton Mine meeting, on Aug. 24 (Mr. T. Woodward in the chair), the accounts for the three months ending June showed a debit balance of 1234 $\frac{1}{2}$ 2s. 9d. A call of 8s. per share was made, 5s. 6d. being on account of the debit balance, and 2s. 6d. on account of new stamps and erections. It was resolved that all shares in arrear of more than one call be declared forfeited, subject to restoration if the amount due be paid within 21 days. Captains James Rowe and James Rowe Jun., reported that but for the unexpected influx of water from the adjoining mines they would at the present moment have been in a paying state, and saved at least 4000 $\frac{1}{2}$, to 5000 $\frac{1}{2}$ in working expenses. The future prospects in the south part of the mine are good.

At East Chiverton Mine meeting, on Aug. 16 (Mr. T. Woodward in the chair), the accounts for the four months ending June showed a debit balance of 1528. 7s. 2d., and the balance against the mine 869. 0s. 6d. The agents report that "they are daily expecting a good lode in the 52. Their engine and pitwork are in good order, and their prospects never looked better than now."

At Great Cadron Mine meeting, on Aug. 15 (Mr. P. Blake in the chair), the accounts for the four months ending June showed a credit balance of 228. 2s. 1d. A call of 1s. 6d. per share was made. Capt. W. Taylor reported that the machinery and pitwork are all in good order, and working well.

At Wheal Ida meeting, on Aug. 15 (Mr. P. Blake in the chair), the accounts for the four months ending June showed a credit balance of 1528. 0s. 2d. A call of 6d. per share was made. Capt. W. Taylor reported that the next three or four months will, probably, be sufficient to prove whether they will continue their mining operations or not.

At New Wheal Seton meeting, on Aug. 24, the accounts for the four months ending June showed a debit balance of 838. 19s. 8d. A call of 3s. per share was made. Capt. Malachi Bath reported upon the various points of operation. He is still of the same opinion that, looking at the 100, 110, and 120 fm. levels in West Seton, the latter level turning out 9 tons of ore per fm., and about 70 fms. from West Seton boundary, speaks well for the mine, and by a little more perseverance good results will be realised.

At the Rhymney Iron Company meeting, on Wednesday, a dividend was declared of 11. 18s. on each 50 $\frac{1}{2}$ share, and 9s. on each 15 $\frac{1}{2}$ share for the half-year ending June.

The shares of the Mineral Hill Silver Mines Company (Limited) are 17 $\frac{1}{2}$ to 17 $\frac{1}{2}$, and the debentures 102 to 103.

The shares of the South Aurora Silver Mining Company are 3 $\frac{1}{2}$ to 4 $\frac{1}{2}$.

Mr. James W. Thomas, of the firm of Tilly and Thomas, public auditor and accountants, has this day been appointed the official liquidator of the Pen-Alit Silver-Lead Mining Company (Limited).

COAL MARKET.—The fresh arrivals this week number 76 ships of all kinds. The demand for household coal has ruled dull throughout the week, with a general decline in prices of from 3d. to 6d. per ton. Hartley coals have remained steady, and without change in value. Hetton Wallsend, 18s. 3d. per ton; Original Hartlepool, 18s.; Wallsend Harton, 15s. 6d.; Hetton Lyon's Wallsend, 15s. 6d.; Hawthorn Wallsend, 15. Unsold, 2 cargoes; 10 ships at sea.

TO COAL MERCHANTS, AND OTHERS.

THE TUNBRIDGE WELLS LOCAL BOARD are ready to RECEIVE TENDERS for the SUPPLY of from TWO HUNDRED to THREE HUNDRED TONS of hand-picked STEAM COALS, from the following veins:—

NIXON, TAYLOR, AND CORY'S "NAVIGATION."

POWELL'S "DUFFRYN."

FOTHERGILL'S "ABERDARE."

M. JONES'S "MANTMELLYN."

WAYNE'S "MERTHYR."

DAVIES'S "ELAENGWAWR."

INSOLES AND SON'S "ABERAMAN" "MERTHYR."

DERBYSHIRE STEAM COALS.

TANFIELD MOOR COALS.

The same to be delivered at the Waterworks, at Penbury, Kent, in accordance with the orders of the engineer.

Tenders to be sent in by Saturday, the 16th September, 1871.

The lowest, or any tender, will not necessarily be accepted.

Address for further particulars to—

THOMAS LEWIS, Clerk to the Local Board, Town Hall, Tunbridge Wells.

29th August, 1871.

BUCKLEY COLLERY, NEAR MOLD.

TENDERS for this CON

NOTICES TO CORRESPONDENTS.

MUCH INCONVENIENCE HAVING ARISING IN CONSEQUENCE OF SEVERAL OF THE NUMBERS DURING THE PAST YEAR BEING OUT OF PRINT, WE RECOMMEND THAT THE JOURNAL SHOULD BE FILED ON RECEIPT: IT THEN FORMS AN ACCUMULATING USEFUL WORK OF REFERENCE.

FIRE-CLAY.—The correspondent who wrote respecting Fire-Clay in the Journal of Aug. 5 will oblige several readers if he will again communicate on the subject. As we have mislaid his address, we are unable to forward letters.

MINERAL DISTRICT MAP.—“E. J. D.” (Cheltenham).—The mines included in the map of the Mineral district, advertised by “Commerce,” are those extending from Trimley Hall and Frood Colliery on the north to the boundary of the parish of Chirk on the south, and from Pantglas and Pantegwyseglo on the west to Moreton Anglesey on the east. The scale is 6 in. to the mile.

M.R. T. J. BARNARD'S MINES.—The writer of the letter signed “Investor” must append his name to his strictures if he wishes his views to be inserted.

SCALE FOR ADVERTISEMENTS.—Our charge for general advertisements is—for six lines and under, 4s.; per line afterwards, 8d. Average, 12 words per line.

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, SEPTEMBER 2, 1871.

THE PRICE OF COPPER.

Again the miner, the dealer, and the manufacturer are disappointed at the dulness which has come over the copper trade, just when they expected the reverse. All alike anticipated a great increase in the business to be done, and an equivalent rise in price, the improvement to date from the declaration of peace between France and Prussia. Nor was, indeed, this conclusion unwarranted if the statistics of the consumption of copper were alone examined. Unfortunately this one-sided view was taken, and but serves as another proof of the danger of relying on statistics, unless all the attendant circumstances and data are taken into consideration. France was to take an excessive quantity for her actual necessities, and she was to buy it at once. Germany, also, was to assist in the return of peace in relieving us of large quantities, whilst India was to experience a great revival of general trade, and to be a certain and large buyer. Moreover, all this was to have happened at once, and to secure what was considered a certain profit there was a rush for copper about a month ago. No doubt all these results will occur in due time, but the mistake was to suppose that they could possibly take place immediately the war terminated.

A word as to France and her influence on the copper trade for some time past will not be out of season. When the purchases for that country were made direct by the French consumers from the English smelters, for delivery at the works of the former, the amount of business reported was almost exactly the *bona fide* consumption; but when Chili bars began to supply the place of English copper in the French rolling mills, and they were bought for delivery either in Liverpool, Swansea, or Havre, the French manufacturers obtained from the commission merchants the concession granted by the English smelters—that is, payment for the copper by bill at three months' date from date of purchase. From that time dates a very strong speculative element in the French copper trade. Some there were who continued to confine themselves to their legitimate manufacturing business, but to many the temptation of a long credit was too great, and large dealing transactions were entered into, misleading the public as to the extent of *bona fide* business doing. Moreover, these speculative transactions must have been very unprofitable to those engaged in them for some time previous to the outbreak of the war, and it is difficult to say what might have been the result to the trade; but of this we are well assured, that many had good reason to regret, in large losses, that they did not adhere strictly to their legitimate trade. This was the state of the French copper trade when the war broke out, just 15 months ago. It found France a large speculator, as well as a large consumer of copper. During the struggle, with but few exceptions, the copper manufacturers were idle, whilst waste and decay were excessively great. Unfortunately, however, copper is not easily destroyed, and although things made of it may be so injured as to require re-manufacture, yet, from the value of the metal, they are just those things which are to be first brought to market when necessity comes. Thus, at the termination of the war great quantities of old metal found its way into all the workshops of France. This supply of old materials must, of course, be limited, although it is difficult to say when it will be exhausted. Meanwhile, there is not that necessity for the purchase of Chili bars and English coppers generally. But when the trade shall come back to its old channels then another great difficulty will arise—the terms on which the transactions shall be renewed. Much greater confidence has, no doubt, been felt in the wealth of France since the last great Public Loan, and it may be that many will be found to revive the old system of credit with her metal manufacturers; but we must not expect the immediate assistance of that speculative element which, in days gone by, assisted in buoying up the trade. Not many, however, will be found rash enough to grant credit, even for the actual necessities of manufacturers, until France generally has signified her contentment with the present form of Government. In truth, her immediate future, political and commercial, seems at the moment most uncertain. It is impossible, however, for so great and powerful a nation to occupy any but a foremost position, and believing that her good sense will be sufficient to prevent that restriction which a heavy import duty on raw material would lay on her commercial prosperity, there is every reason to believe that she will again take, as previous to July, 1870, some 20,000 tons of copper per annum. It may, and probably will, be some time before perfect confidence is revived, and until then we must wait.

Germany, on the other hand, with her coffers filled, and with all the *prestige* of a great conquest, is anxiously pushing with all her commercial sagacity into the metal trades, with redoubled vigour; her consumption of copper, however, cannot increase very rapidly, unless she becomes a great exporter of metal manufactures, since she is far too thrifty, even in her military system, to adopt, like France and England, brass and copper for guns and cartridges where iron and paper will answer the purpose. At the same time, her trade, internal and external, cannot but receive an impetus from her newly acquired position.

India, the third angel of comfort that was to come to the relief of the copper trade, seems to be its chief sorrow, as well as its chief hope. Who could estimate that in the six months ending June last there would be shipped from England to the three ports, Calcutta, Madras, and Bombay, between 3000 and 4000 tons of copper and yellow metal together less than in the six months of either of the two preceding years? The figures actually were—Six months ending June, 1869, 7000 tons; ditto, June, 1870, 7800 tons; ditto, June, 1871, 3700 tons. The figures include all forms of copper and yellow metal, as that is the only fair way to estimate the consumption, since one year one form is in demand and another year another form; this, however, we may mention as a fact, that yellow metal is fast superseding copper throughout India. But to return to the *actual* exports. They show, indeed, a falling off almost unparalleled, yet not so astonishing when the whole condition of India is taken into account. India buys copper and metal as much for the bazaars of Persia as for her own requirements. Now the former, through the failure of the crops and the consequent famine, has hardly assisted at all in relieving the stocks at Bombay, whence she draws her principal supplies. The demand from the interior of India, which is much in direct proportion to the price of cotton, has been very small, through the low prices ruling for cotton. Again, the Indian trade, as a whole, has severely suffered from excessive and unwholesome speculation. For all these reasons we must not expect that because India took so much copper and metal last year she will be obliged to buy the same quantity this. But, above all, we must not expect the Indian markets to re-

spond to an advance based on speculation on this side. The telegraph carries daily the market reports to India, and the native dealers, into whose hands the copper trade has in a great measure passed from that of the Anglo-Indian merchant, are as well able to judge how far the moves in price are the result of speculation as are the London dealers and brokers. They have also felt their power in the trade, a power they are not likely to relinquish while the trade is constituted as it is. The telegraph and the Suez Canal have equally contributed to this aid. The first supplies them with information as to what is doing, and carries their orders to London with equal rapidity, whilst the latter brings them their goods within six weeks of the dispatch of their order by wire from India. Wisely, also, they have seen that by waiting they can generally buy at their own prices, and until the supply of copper diminishes they will hold this power, and any permanent advance will be difficult.

Reluctantly, but gradually, the Chilian miners are acknowledging the unprofitableness of late and present prices, and supplies from thence are considerably diminishing; in this, and in the steady absorption of the large stocks of copper in England, lies the great hope of higher prices. Advancing contemporaneously with it is that gradual enlargement of uses to which copper is applied. Sooner or later they will and must together help in raising the value of copper above a point which is unanimously admitted to be unprofitable to those engaged in its production.

RAILWAY IRON IN CANADA.

We recently called attention to the increase observable in the demand for British railway iron on Canadian account. The increase has since continued at an accelerated rate, the exports of this class of iron to Canada in June and July comparing as follows with the exports in the two corresponding months of 1870 and 1869:—

Month.	1869.	1870.
June	4618	3495
July	1643	6763

The total exports for the two months were thus 22,425 tons, against 10,258 tons in the corresponding period of 1870, and 6266 tons in the corresponding period of 1869. In other words, Canada has been taking of late three times as much of our railway iron as she did two years since. For the seven months ending July 31 this year the Canadian consumption of British railway iron amounted to 37,138 tons, against 22,412 tons in the corresponding period of 1870, and 19,258 tons in the corresponding period of 1869. It is a fact not, perhaps, generally known that Canada has been taking more of our railway iron this year than India, and that she has ranked next to Russia as our third best customer.

The cause of this remarkable state of things is the great and rapid improvement which has taken place this year in Canadian railway credit. The substantial increase which has been established in the traffic receipts of the Grand Trunk of Canada, the Great Western of Canada, and the Northern of Canada Railways has induced a more hopeful view to be taken by English capitalists of Canadian railway prospects, and capital required for Canadian extensions has been freely offered in consequence. This fact has, of course, revolutionised the aspect of the Canadian railway interest: for years it has been struggling against adversity, and hoping almost against hope, but something like prosperity appears to be at last either enjoyed or in prospect. The greatest energy is accordingly being displayed in the prosecution of extensions, and even a Canadian Pacific line has been officially projected. This latter enterprise has not yet advanced beyond the survey stage, but it is stated there will be no difficulty in obtaining men and capital to push on the road when the Government is prepared to award the contracts. The Intercolonial Railway, which has been on hand for the last twenty months, has, of course, absorbed a large quantity of rails and other *matériel*, while some heavy iron bridge work has to be executed to carry the line over the Metis, the Restigouche, the Miramichi, the Nipissiquit, and the Folly rivers. The Great Western Railway Company of Canada is engaged upon the construction of an six loop line, and several other smaller railway enterprises are also on hand in the Dominion, such as the Canada Central extension from Sand Point, the Toronto, Grey, and Bruce, the Wellington, Grey, and Bruce, the Midland of Canada extension from Beaverton to Georgian Bay; the Toronto and Lake Nipissing, the Toronto, Simcoe, and Muskoka Junction, &c. All these lines have, of course, absorbed more or less considerable quantities of rails and accessories, and a large demand for steel rails has further prevailed in connection with the renewal of the great existing Canadian lines. The introduction of steel rails upon such a line as the Grand Trunk of Canada bids fair to exert a great effect in future years upon the condition of such an undertaking, as if the working expenses can be reduced, while the profits are increased, the capital engaged in the enterprise, which has thus far remained almost entirely unproductive, will soon be fairly remunerated.

The political and social condition of Canada is undergoing great changes; hence the solid improvement which has been witnessed in Canadian railway property. Although Canada was secured by conquest by the English in 1764, it was not until 1867 that the scattered British American provinces were united in one great Confederation or Dominion. Four years have been consumed in the execution of the Act of 1867, which authorised the formation or establishment of the Dominion, but the work is now very nearly completed, and the result will doubtless be reflected in an improved administration of Canadian affairs. It is noticeable that although 107 years have rolled away since the English obtained the complete control of Canada, British America has now only a population of about 4,000,000. The important question of immigration was for a century almost entirely neglected by the Canadian authorities, and intending settlers in Canada had to find their way there almost in spite of every stacle. Now all this is changed. Every effort is being made to attract immigrants to Canada, and although many difficulties had to be overcome, still some success is achieved. Thus 10,091 immigrants remained in Canada in 1866; in 1867 the number rose to 14,666; in 1868 it sunk to 12,765; but in 1869 it advanced to 18,630; and in 1870 to 24,706. Population in Canada implies material progress and the development of wealth; and with more inhabitants there must not only be more traffic upon existing Canadian railways, but there must also be a cry for more new lines. Hence there is a prospect of a good continued demand for British railway iron in Canada.

OUR MINERAL STATISTICS.—We understand that the “Mineral Statistics of the United Kingdom,” although far advanced, are delayed for a short time, owing to the illness of Mr. ROBERT HUNT, F.R.S. We trust that his contemplated withdrawal from active business pursuits will speedily restore Mr. Hunt to health, and enable him to complete his valuable volume of statistical information.

STEEL.—The exports of unwrought steel from the United Kingdom during the 15 years ending with 1870 inclusive were as annexed:—1856, 21,858 tons; 1857, 22,374 tons; 1858, 16,378 tons; 1859, 24,744 tons; 1860, 32,173 tons; 1861, 21,810 tons; 1862, 25,779 tons; 1863, 28,687 tons; 1864, 26,834 tons; 1865, 23,877 tons; 1866, 34,413 tons; 1867, 32,685 tons; 1868, 31,362 tons; 1869, 33,560 tons; and 1870, 34,911 tons. The value of these exports was as follows:—1856, 735,823; 1857, 748,579; 1858, 589,676; 1859, 805,832; 1860, 986,228; 1861, 726,956; 1862, 848,933; 1863, 935,517; 1864, 890,395; 1865, 782,129; 1866, 1,124,917; 1867, 1,065,614; 1868, 1,009,342; 1869, 1,040,707; and 1870, 1,105,401. This branch of British exports is thus very slow—but only slowly—expanding.

FRENCH TIN AND CINNABAR.—An important mineral discovery has recently been made by Mr. S. DUBOS, C.E., of Eaux-Chaudes, in the Lower Pyrenees, France, whilst carrying on the mining operations in which he is engaged there. In addition to an important discovery of blonde, he has met with a very valuable mineral vein, containing the sulphurates of nickel, cobalt, and mercury, in combination with oxide of tin. This mixture of the four species of metalliferous mineral mentioned is almost unknown, except in an analogous nickel and cobalt mine, which is very profitably worked at Dobcschau, in Upper Hungary, where the gangue is of diorite and serpentine. In the Pyrenees vein, which has been opened upon in two places, the gangue is also diorite. The proportion of the several minerals in the vein varies considerably, but in all parts would

well pay for extraction; the cinnabar, for example, goes from 8 to 96 per cent.; the nickel from 17 to 35 per cent.; the cobalt from 6 to 40 per cent.; and the tin from between 5 and 6 to 28, and in some places, even 45 per cent. The samples have been taken chiefly from the outcrop, and from various places within a distance of three miles, which readily accounts for the wide differences met with. The veins are of great thickness, varying from 7 ft. to nearly 18 ft., and there is one vein of cinnabar which is no less than 26 ft. thick. They have a favourable inclination for working, and from their position with regard to the bottom of the adjacent valleys, they could be worked by levels without necessitating expense for sinking shafts, or for special machinery for unwatering the mines. These deposits will be more fully referred to as soon as they are more extensively developed.

AMERICAN IRON TRADE.—It is stated that the total production of pig-iron in the United States in the year 1870 was 1,800,000 tons, and that 200,000 tons were imported, almost exclusively, from the United Kingdom, giving a total of 2,000,000 tons for consumption.

THE VAN MINE, AND ITS PROSPECTS.

Little more than two years have passed away since this now famous mine became the property of the present company, after an anxious and unsuccessful development, extending over a period of something like twelve years. During that long interval, protracted, doubtless, by reason of private capital being inadequate to a vigorous development of the property, various difficulties and vicissitudes occurred, threatening at times the abandonment of the enterprise—in fact, the owners or their representatives, dispirited at the apparently ceaseless and fruitless outlay, more than once suggested that course. When it had been determined upon, Captain Williams, the present able manager, feeling so satisfied that it would yet prove a great mine, offered to continue its development with his own private capital, which was accepted under certain conditions. Had not Capt. Williams assumed this bold and enterprising attitude at this most critical juncture in the history of Van, it is by no means improbable that his enormous wealth would have still remained unknown and undeveloped.

A casual perusal of the unpretending monthly reports from Capt. Williams, which appear in the columns of the *Mining Journal*, altogether fails to convey anything like an adequate idea either as to the exceptional rapidity with which its teeming resources are being unfolded, or the magnitude of the wealth already discovered. Who would imagine, for instance, from those very modest documents, that at the present time, irrespective of the “reserves” continually increasing in the ratio of ten times the quantity of ore returned, there is lead actually discovered to the value of more than 2,500,000, while the reserves of blonde, computed at 22,488 tons, may fairly be valued at between 60,000 and 70,000? These large figures are in no way indicated in the official reports of the manager, yet they are confirmed by the supported practical evidence of Captain Arthur Waters (of Roman Gravels and Tankerville), who, in making these computations, takes no credit whatever for discoveries made and to be made outside the prescribed or specified 137 fathoms of ground lengthwise, although many valuable developments have taken place beyond that limitation, both east and west; for example, the rich lode recently intersected in a winze sinking below the 15, 45 fms. east of shaft, where the ore is perfectly solid. Moreover, in these 137 fms., the width of the ore is calculated at only 5 fathoms. These facts are sufficient to show that the present monthly returns (amounting during the past half-year to 2600 tons of lead and 600 tons of blonde, realising 34,588£) are limited only by the producing appliances at command. These, however, are being rapidly extended, and the time is not far distant when the returns will not be far short of 1000 tons per month. Practical testimony, indeed, affirms that already sufficient ground has been opened, and that the lode is rich enough to supply this quantity at the present time, but that it would be unwise to do so until the new shaft be down, and the arrangements completed for winding through it from the 45. It need hardly be mentioned that the profits will increase in a much greater proportion than the returns so soon as the working plant shall have been brought to a scale equal with the ore-yielding capabilities of the mine, simply because the “dead” charges, necessarily very great upon a property of such dimensions, will be spread over a larger production, and the completion of a line of railway to the dressing-rooms has, of course, proved a most valuable auxiliary in the economic development of the mine.

The able manager well deserves the graceful tribute paid to his practical skill by an experienced authority, when he says that, great as may be the skill with which the underground department is conducted, nothing can surpass the way in which the splendid engine and machinery for pumping, winding, stone-breaking, and crushing, as well as the great variety of unique appliances for classifying, washing, and making the ore marketable, are arranged and constructed. Reviewing every feature in connection with the development of this truly wonderful mine, remembering that in the short space of less than three years, despite many difficulties and hindrances inseparable from the initiative operations of a property of such extent, it has yielded ore which has realised about 130,000£, and having during that short period paid in dividends the sum of 60,000, or 10,000£ more than the original capital, there is certainly every ground for the statement that Van is a mighty problem, and that no miner of intelligence who has watched the development of the great lode from adit downwards can fail to see that as yet a few scratchings only have been made upon the outer rim, or crust, the mere outcrop of the immense body of ore which the shaft will disclose at 120 fathoms deep.

The monthly sale amounted to 450 tons of lead ore at 127.9s., and 100 tons of blonde at 37.8s. 6d. per ton.

THE COAL TRADE OF LABUAN.

The mineral resources of Labuan have been handsomely recognised in the speech of Governor Pope-Hennessy on opening the Session of the Legislative Council. When His Excellency accepted the position of Governor he found the colony in a bankrupt condition, the taxpayers of the United Kingdom bearing more than half the cost of the civil establishment of Labuan, and a still heavier burden in respect of its military expenses, and, to use the Governor's own words, “the mineral resources of Labuan had a reputation almost as bad as the finances.” For twenty years the lessees of the coal mines had failed in the first elements of commercial success; they had been unable to get a wharf and other facilities for putting coal on board steamers in the only safe anchorage in the colony—that of Victoria Harbour; and they had failed in getting a really good character for the Labuan coal. He explains that the directors and managers were not to blame for this; the coal company had been systematically discredited by some in Labuan, and His Excellency had the good fortune of being present in the Colonial Office in 1867, when Sir Charles Adderley, then Under Secretary of State, received a deputation of the lessees of the Labuan mines. This deputation was headed by Sir James Elphinstone, who explained in a few practical words the sort of assistance the local Government should give to the colliery. Sir James Elphinstone's suggestions were the basis of the policy which the Governor had adopted.

The scheme of employing convicts in connection with the colliery has proved to be entirely successful. In former years, for want of men, the coal hewers were often taken out of the pits to load the steamer, to repair the over-ground roads, and to do many jobs foreign to their special work. Thus the advantages of a steady division of labour were lost. Since the introduction of convicts the manager has been able for the first time to train an efficient body of hewers, who can now turn out clean-cut coal in large blocks. With the skill of the workmen the reputation of the coal increased, and the result is that the quality of the Labuan coal is not only higher than that of any other coal raised in the East, but it can bear comparison with the best English coal. Some recent trials of the Peninsular and Oriental Company's steamship *China*, proved highly satisfactory for the Labuan coal in every way, Mr. J. Duncan, the chief engineer, reporting that, compared with English Newcastle coal they obtained the same rate of speed for same rate of con-

umption. Compared with Lancashire and North Wales coal they obtained a higher rate of speed (4 knot) for same rate of consumption. Compared with South Wales coal to obtain the same rate of speed (8 knots), they used 10 per cent. less; and by mixing in equal quantities with the small South Wales coal, they maintained the 8-knot speed. They then used the small South Wales coal by itself and only obtained a speed of 6 knots. The engineers in charge of each watch and also their firemen speak in the highest terms of the Labuan coal.

By convict labour the coal company have been enabled to construct a good wharf in Victoria Harbour, with a solid abutment of stone 130 ft. long and 36 ft. wide, with rows of piles 1 ft. 3 in. diameter, iron bolted, and thrown out an additional length of 93 ft. Since the beginning of the present year the Spanish mail steamer *Mindora* has regularly called to coal on her way from Singapore to Manilla. The moment she is alongside the wharf the convicts run on board with baskets of coal, and the captain states that there is no port in the East where he is now coaled with greater facility than in Labuan. The local manager recently completed his survey of the proposed railroad from the mines to the wharf, and he is now submitting it to the board of directors at home. The only railway bridge required—that over the Gangarra river—where a distance of 136 ft. had to be spanned, was completed last year, under the superintendence of the Surveyor-General.

When it is remembered that there are 200,000,000 tons of workable coal in this island, and that it is midway between the great centres of commerce in the East, it will not be denied that such a report as that from the Peninsular and Oriental steam-ship China, and such facilities for obtaining coal are deserving of public attention. Already this really good coal is sold at the wharf in Victoria Harbour for \$5 a ton. Coal of inferior quality is brought from England to Singapore, Hong Kong, and Manilla, where it is sold at from \$10 to \$14 a ton. The traffic through the Suez Canal is tending to raise the price of English coal in the East, whereas the improvements in Labuan, the completion of the railway and of the deep shaft, to which a large share of the colliery labour is now devoted, will tend to diminish the prime cost of Labuan coal; and Mr. Pope thinks it probable that within the next three years the Labuan coal will be profitably sold at \$3 a ton. Those who know the high prices paid by the Peninsular and Oriental Company and by the officers of the Royal Navy for coal in the China Sea will see in the facts he has stated some answer to the question as to the compensation Labuan may be expected to give for a quarter of a million.

Anything that can diminish the expense of that most valuable mercantile squadron, the steam-ships of the Peninsular and Oriental Company, will be a public benefit; and whatever can tend to reduce the lavish outlay on that costly fleet, the vessels of Her Majesty's Navy on the China station, will be a direct relief to the British tax-payer. Thus, year by year, Labuan will be repaying to England her 260,000. Indeed, that sum will probably be recouped in less than half the number of years it took to spend it. Nor is this the only advantage England derives from this little colony. Labuan is steadily fostering a valuable trade in gutta-percha, india-rubber, bees-wax, sago, and other articles, the demand for which is increasing at home. The treaty between Her Majesty Queen Victoria and His Highness the Sultan of Borneo has enabled the British Government, through the influence of this settlement, to assist in spreading a Chinese population along the coast of Borneo.

REPORT FROM SCOTLAND.

Aug. 30.—The high price of warrants reported last week has not been maintained. The tone became quieter at the end of the week, and the price gradually receded until it touched 62s. 1½d. on Monday. Yesterday there was again a slight rally, and 62s. 6d. was paid. To-day the tone has been unaccountably flat, with iron rather pressed for sale, and buyers exceedingly cautious. Beginning at 62s. 9d. one month, the price declined rapidly, closing sellers at 61s. 9d. cash, buyers at 61s. 7½d. Comparatively little done. The present reaction may be attributed partly to selling by speculators who have been holding iron since the panic of last year, and the uneasy aspect of continental politics, but chiefly to the small export return which has been made this week. Low prices cannot be looked for at present, but a little reduction from the rates of last week only shows a natural and healthy market. The Monkland Company are erecting another furnace, with the Ferrie improvements; and it is said several new furnaces are to be erected at Lugar, in Ayrshire. There is little alteration in the quotations for makers' iron, the No. 3 quality is rather more plentiful, and more easily bought:—

	No. 1.	No. 3.
G. M. brands at Glasgow (deliverable alongside)	62s. 6d.	61s. 9d.
Gartsherrie ditto	ditto	62s. 6d.
Culross ditto	ditto	62s. 6d.
Summerlee ditto	ditto	62s. 6d.
Caribroo ditto	ditto, ex store	62s. 6d.
" at Port Dundas	ditto	62s. 6d.
Langloan ditto	ditto	62s. 6d.
Calder ditto	ditto	62s. 6d.
Glenarnock at Ardrossan	ditto	62s. 6d.
Dalmenyton ditto	ditto	62s. 6d.
Eglinton ditto	ditto	62s. 6d.
Caron at Grangemouth	ditto	62s. 6d.
Shotts ditto (selected)	ditto	62s. 6d.
Kinnell at Boness	ditto	62s. 6d.
G. M. brands at Middlesborough	ditto	62s. 6d.
Bar iron	£28 5 0 to £28 10 0	
Nail rods	8s 10 0	
SHIPMENTS.		
For the week ending Aug. 26, 1871	Tons 12,585	
" Aug. 27, 1870	12,528	
Increase	57	
Total increase since December 25, 1870	126,328	

In Malleable Iron not many orders have been placed since our last, in account of the advance, especially as merchants had protected themselves to some extent by buying forward; but the paying of advance is only a question of time, as the prospective orders are numerous, and higher prices are more likely to prevail than lower during the remaining months of the year. All the makers seem to have taxed to their utmost powers of production, and some of them are extensively importing puddled bars from England, Govan getting as much from this source as they are producing themselves. The iron-moulders here have been compelled to refuse several time contracts, their hands being already quite full, but we understand they have been taken up by Leith and Dundee firms, the latter of whom now find themselves deficient of men for their engagements. Iron-moulders are in demand here, and cannot be had. We have it also on good authority that about 15,000 tons of iron vessels have been sent in the Clyde this week. Several new works are about being erected in the neighbourhood, but where are the men to come from to fill them?

The very active general demand for Coal for all purposes would have enabled coal masters here to have advanced prices, but the settlement of matters in England and Wales has prevented them from claiming an advance just yet. From the Forth the shipments have been very heavy to the North German and other Baltic ports, and in the Scotch ports generally to North and South America, the Mediterranean, &c. From the returns of the quantity of coal shipped, sign and coastwise, for the week just ended we note 40,575 tons, and 30,129 tons in the corresponding week last year. This brings the total shipments for the month of August to 201,592 tons, and 165,985 tons in the same month last year, showing an increase for August this year of 35,607 tons.

The miners in the Kilmarnock district are agitating at present for an advance in wages to the extent of 6d. per day. Deputations who were appointed to wait upon the masters on the subject report that they are favourable to the advance, and hopes are entertained that it will be granted by the 1st of Sept. The miners in the other districts are waiting their opportunity of asserting their right to an advance on account of the very prosperous state of the coal and iron trades in all their branches.

The shipwrights in the Glasgow district have struck work for an

adequate time. Compared with Lancashire and North Wales coal they obtained a higher rate of speed (4 knot) for same rate of consumption. Compared with South Wales coal to obtain the same rate of speed (8 knots), they used 10 per cent. less; and by mixing in equal quantities with the small South Wales coal, they maintained the 8-knot speed. They then used the small South Wales coal by itself and only obtained a speed of 6 knots. The engineers in charge of each watch and also their firemen speak in the highest terms of the Labuan coal.

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When it is remembered that there are 200,000,000 tons of workable coal in this island, and that it is midway between the great

centres of commerce in the East, it will not be denied that such a report as that from the Peninsular and Oriental steam-ship China, and such facilities for obtaining coal are deserving of public attention. Already this really good coal is sold at the wharf in Victoria Harbour for \$5 a ton. Coal of inferior quality is brought from England to Singapore, Hong Kong, and Manilla, where it is sold at from \$10 to \$14 a ton. The traffic through the Suez Canal is tending to raise the price of English coal in the East, whereas the improvements in Labuan, the completion of the railway and of the deep shaft, to which a large share of the colliery labour is now devoted, will tend to diminish the prime cost of Labuan coal; and Mr. Pope thinks it probable that within the next three years the Labuan coal will be profitably sold at \$3 a ton. Those who know the high prices paid by the Peninsular and Oriental Company and by the officers of the Royal Navy for coal in the China Sea will see in the facts he has stated some answer to the question as to the compensation Labuan may be expected to give for a quarter of a million.

Anything that can diminish the expense of that most valuable mercantile squadron, the steam-ships of the Peninsular and Oriental Company, will be a public benefit; and whatever can tend to reduce the lavish outlay on that costly fleet, the vessels of Her Majesty's Navy on the China station, will be a direct relief to the British tax-payer. Thus, year by year, Labuan will be repaying to England her 260,000. Indeed, that sum will probably be recouped in less than half the number of years it took to spend it. Nor is this the only advantage England derives from this little colony. Labuan is steadily fostering a valuable trade in gutta-percha, india-rubber, bees-wax, sago, and other articles, the demand for which is increasing at home. The treaty between Her Majesty Queen Victoria and His Highness the Sultan of Borneo has enabled the British Government, through the influence of this settlement, to assist in spreading a Chinese population along the coast of Borneo.

TRADE OF THE TYNE AND WEAR.

Aug. 31.—There has been an ample supply of vessels in these rivers lately, many of them very large; indeed, the small class of colliers and other vessels are rapidly disappearing, and large steamers and clippers are taking their places. The imports into the Tyne continue on a large scale. Esparto grass for paper making is now stocked in enormous quantities at Tyne Dock, and the imports of timber, chiefly for colliery purposes, have also been on a large scale lately. The exports of coal also continue very great. There is a plentiful supply of ships, and turns for sailing vessels continue long, from a fortnight to three weeks being the ordinary time they have to wait. All the colliers continue to be well employed, and the demand for coking and steam coal is very good. The demand for house and manufacturing coal is scarcely so great as it has lately been.

The Iron Trade continues active, most of the works doing well, both for owners and employees. The great works at Consett are doing a good and profitable business, immense quantities of rails of the largest size, and ship-plates, &c., being turned out there. At Jarrow they are doing well in all branches, there being a good demand for pig-iron and all the other goods produced, and several large vessels are on the stocks. There is no want of work here in all branches, and, to show the demand that exists for workmen, we only need to state that 4s. per day is offered for unskilled labourers, and there is a difficulty in getting a sufficient number. Jarrow continues to increase and improve most rapidly, and the streets are well paved, cleaned, and lighted. There is an excellent market place, and several handsome churches and chapels. The new railway station here is far advanced, and the direct line from Pelan, connected with the North-Eastern, will soon be opened, which must vastly improve Jarrow. There is no doubt that long before the next census is taken Jarrow will be a town containing from 25,000 to 30,000 inhabitants, and it must, of course, become a corporate town, and send at least one member to Parliament. Most of the iron and engine works are doing well. Of course, those who are involved in the disastrous strike have been much curtailed in their operations. The new works of Messrs. Richardson and Co., Gateshead, are doing a large amount of work. The foundries of Messrs. Abbot and Co. have been entirely stopped by the strike, but they have now been started, many of the old and most skilled hands having gone in, and many of the men at Hawkhope and Co.'s works have also gone in.

The engineers' strike still continues—that is, part of the men are still in the locality, and living on the contributions that can be got from their fellow-workmen in this and other localities—but a very considerable number who came out on strike have obtained work in other places, and the masters are filling up the works very fast from other districts and countries. A considerable number of good men have been obtained from Cornwall, many have also been got from the Thames, but some of them are very inferior workmen. A large number of men have been got from Belgium and Denmark, and as a rule these are good skilled workmen. A few have been this week induced to leave the works of Sir Wm. Armstrong, but this will not affect the main result.

COAL-CUTTING MACHINERY.—This mode of cutting coal has made but little progress here; various machines have been tried, but they have not proved successful hitherto. The question may, therefore, be considered to have been held in abeyance for some time, so far as this district is concerned; while, at the same time, it appears that various machines have been tried in other districts, and there they have been tolerably successful. So long as labour was plentiful, and consequently cheap, this question could hardly be expected to secure the attention it deserved, as there is always considerable difficulty, and also extra expense to be met in the introduction of any thing entirely new, whatever may be the intrinsic merits of the machine. But as labour is getting scarce and dear, the introduction of machinery in the working of coal cannot be much longer delayed; at any rate no exertion will be spared in order if possible to get them profitably worked. Lately some of those machines have been introduced at the Hetton Collieries, and they are now daily working, and it is intended to introduce several more shortly. It appears that each machine holes or curves 30 yards in length and upwards of 3 feet inwards in 12 hours, which is equal to the work of several good workmen. Compressed air is used for working the machines, an engine on the surface compressing the air, which is then conveyed down the shaft and into the point where the coal-cutting machine is placed by means of pipes. It appears that the machines are giving much satisfaction—one important point being that the coals produced are larger, and much less small coal is produced, than by the ordinary method. This of course, is one of the most powerful arguments in favour of their introduction—as remarked above, several more of those machines are to be introduced at Hetton, and we will give a more detailed account of them shortly.

UNDERGROUND FURNACES.—Another new invention in mine engineering has received much attention lately—that is, the precipitating or condensing of smoke and gases from underground furnaces. The object of this invention is to enable the mine engineer to place an engine at any point underground, at a distance in the workings from the shaft, and also to generate steam at that point to work the engine. Now this object has to a considerable extent been obtained, and engines are worked in this manner, and although the smoke is passed into the workings, generally the returns, yet little or no inconvenience is felt, as the products of combustion have been condensed by means of pipes surrounded by water, &c. This is a very important invention, as horses must be dispensed with as much as possible underground; and if the smoke can be thus rendered harmless, what further obstacle is there to the introduction of the locomotive in the levels underground, which has been long desired?

NEWCASTLE INSTITUTE OF MINING AND MECHANICAL ENGINEERS.—A general meeting of the members of this Institute will be held in the lecture room of the Literary and Philosophical Society, on Saturday next, when a good attendance of members is expected. The secretary will read the proceedings of the Council, after which a large number of gentlemen stand for election, having been nominated at the last meeting. The following paper will be read:—"On the Method of Working Coal by Long Wall at Annesley Colliery, Nottinghamshire," by Mr. Henry Lewis. And also a report will be read from the committee appointed to classify the riveting experiments. There is no subject connected with mining of more importance than the mode of working coal; and as long wall working is but little understood here, much interest is always felt in any account given of that mode of working. A good meeting is expected. A paper is also shortly to be read by Mr. Bunning, the secretary, "On a Continuous Indicator." The necessary experiments have been going on now some time at Messrs. Black, Hawthorn, and Co.'s Works,

Gateshead, but are not yet completed. A full report of the proceedings will be given in next week's Journal.

REPORT FROM THE NORTH OF ENGLAND.

Aug. 31.—The commencement of the visit of the Iron and Steel Institute at Dudley on Tuesday had the effect of drawing away some of the leading ironmasters who usually attend the weekly market at Middlesbrough. There was, nevertheless, a good attendance. For pig-iron the same quick demand was observable that has characterized the market for the past few weeks. No. 3 iron is quoted at 50s. to 51s. per ton, net cash, f.o.b. at makers' works, but in two or three special cases is per ton more than the latter quotation was offered for this quality for immediate delivery. Masters, however, have their work set to fulfil their present engagements, and are not, therefore, at liberty to accept new contracts, except for forward delivery, and consequently there are not many transactions reported. Continental demand is brisk, and the universal briskness of firms engaged in the manufacture of finished iron creates an active demand at home also. Deliveries during the past week have been pretty heavy both by sea and rail. The new furnaces in course of erection in the Cleveland district are being pushed on with considerable rapidity, and some of them will be in blast very shortly. The new furnaces of Messrs. Bolehough, Vaughan, and Co. (Limited), of Eston, will be blown-in in the course of two or three days now, and the Lackenby Iron Company, near Middlesbrough, intend commencing their two new furnaces almost directly. The Ferry Hill and Rosedale Iron Company have started with the erection of two new blast-furnaces at Ferry Hill, which are to be, when finished, 95 ft. high and 32 ft. in the bosh. They will be fitted up with all the latest improvements.

Manufactured iron makers are busy. There are a few good enquiries for rails, and firms are reported to be generally well supplied with orders. For plates the demand continues strong, and bar-iron makers are pressed for the completion of shipping orders.

Mr. Waterhouse, the accountant whom Mr. Hughes, M.P., sent down here to look into the accounts given by the masters in the recent enquiry into the wages question, has been at Middlesbrough this week. We are given to understand that wherever he has been any differences he has found have been small, and very unimportant. He calculates to be able to complete his investigation, and make his report, within a very short period.

In the Coal Trade there is nothing new as far as the collieries in the South Durham district are all in full work. For house coal the demand is comparatively small, but for manufacturing purposes business is very brisk.

REPORT FROM MONMOUTH AND SOUTH WALES.

Aug. 31.—As compared with a few weeks ago, the Iron Markets are again beginning to show a little more animation. Railway iron is not quite so much in request for the United States just now, although the clearances effected during the past week from the local ports have been on a tolerably extensive scale. The steelworks now in existence in Monmouthshire and South Wales are busily employed on contracts for Canada, and each week brings fresh evidence that if the works were more extensive ample work could be found for them. The erection of new works at Landore, near Swansea, are being pushed forward vigorously, and extensions and improvements are still being carried out at the other establishments. Continental business must be pronounced quiet, but it is satisfactory to note improvement in Russian prospects. There are now signs of an extensive trade being done in railway iron between this district and the Muscovite Empire next year. As was expected, orders are beginning to come hand to hand as the season draws to a close, and in all probability an extensive delivery to the Baltic ports will be commenced early next spring. Bars are in request for Turkey, Greece, and other southern continental markets. Plate-makers are busy on home and foreign markets. The production and consumption of pig-iron continues on a very large scale. Prices still show an upward tendency. The plate-makers are well employed, there being no difficulty in securing orders or prices. The works show considerable activity.

Things have re-started satisfactorily in connection with the Steam Coal Trade. The hopes entertained last week as to the termination of the strike have been fully realised. It was at first, however, feared much that the arrangements made by the delegates would be upset by a disappointed few, but happily the good sense of the majority of the colliers prevailed, and they willingly gave their assent to the agreement, the terms finally agreed upon being identical with those reported last week. A meeting of the representatives of the men and masters took place on Monday, and arbitrators were selected. Mr. Bidder being named by the masters, and Mr. A. McDonald, the president of the Miners' Association, was nominated to act on behalf of the colliers. These gentlemen had, it appears, been previously communicating with, and no time will be lost in commencing the arbitration. A very important point will be the choosing of an umpire, and although many eminent names have been mentioned it is premature yet to say anything respecting the matter. The arbitrators will, no doubt, select a gentleman who by his position and knowledge will be fully competent to decide any differences, if any, that may arise. At the commencement of the strike the men made a great point of the probable damage that would be done to the collieries if they were to remain out a length of time, but the reports published as to the actual state of the pits this week show that no extensive damage has occurred, but rather it appears that all the pits had been kept in such a splendid state of order that the hands have been able to resume work in nearly all places without the slightest delay or difficulty. The quantities of coal sent down for shipment at the ports have not, perhaps, been quite so large as was expected during the week, as many of the men did not work on Monday, still the supplies are increasing daily. The orders on the books will keep trade active for some time to come, and there is a fair current demand on account of the leading foreign markets. For house coals the demand on home and coasting account is quite equal to the average for the time of year.

The resuscitation of the Gwili Collieries, near Neath, is being vigorously proceeded with. The powerful pumping-engine which has just been started extracts something approaching 100,000 gallons of water from the workings daily, and from soundings it is found that the vast quantity of water which has lain in the pit, completely drowning the workings, is rapidly diminishing. Preparations are being made for the erection of other new machinery, for the purpose of sinking the old shafts to greater depths.

The *Western Mail* says the period of inactivity enforced upon the colliery owners in the Rhondda Valley by the recent strike has not been altogether unproductive of substantial good. Since the "turn out" of the men on June 1, the Aberciry Colliery Company have been engaged in improving the workings by deepening the shafts of their pit at Treorcy. On Tuesday the excavators employed in this work came upon a new seam of coal, which is spoken of as being of splendid quality. The discovery has been the source of much rejoicing in the town of Treorcy.

Considerable inconvenience has been experienced at the Dowlais Rail Works this week, consequent upon about 40 rail straighteners having refused to work unless an advance in their wages be conceded them. The strike commenced on Monday, and has not been arranged up to the time we write. The work allotted to these men does not require any particular skill, still their refusal to work interferes seriously with operations in other departments, and the dispute should, therefore, be arranged as soon as possible. The Dowlais Company are well known to always deal liberally with all their workmen in regard to wages, and especially with those engaged in the rail branch, and it is hard to think that the men in question have any ground for complaint that could not at once be set right.

The arrivals at Swansea include—the Ada Letita, from Bilbao, with 175 tons of iron ore, for J. Brogden and Sons; Serreira, from Lisbon, with 145 tons of copper ore, for Richardson and Co.; Elaine, from Bilbao, with 500 tons of iron ore, for Forster and Co.; Osceola, from Bilbao, with 320 tons of iron ore, for W. H. Tucker; Azores Packet, from Bilbao, with 19 tons of iron ore, for Tucker, Smith, and Co.; Faithful, from Bordeaux, with 180 tons of pitwood, to order; Julia, from Bilbao, with 290 tons of iron ore, for W. H. Tucker; Mio Moro, from Bordeaux, with 300 tons of pitwood, for Richards, Power, and Co.; Sunshine, from Bilbao, with 330 tons of iron ore, for H. Bath and Son; Gem of the Sea, from Cagliari, with 310 tons of calamine, to order; Ocean Queen, from Bilbao, with 200 tons of iron ore,

field trade is now busy, there being improved demand on American and continental account. Makers of every description of railway material are very active, and the plate-mills are being fully worked, as those engaged in rolling the heavy armour-plates. Tyres, crank-axes, and edge tools are in brisk request, and there is a good enquiry for malleable iron, the well-known firm of Crowley and Sons, of the Kelham Works, about the largest concern in the kingdom, and who are celebrated for their productions, are busy in all departments. They are about to remove to their new and spacious premises at Meadow Hall, where their productive power will be greatly increased. There is more doing in files and general cutlery, and all the makers of Bessemer are doing well, orders being in advance of the ability to supply in many instances. The works at Rotherham, both iron and brass, are favourably off, there being at the present time a rather brisk demand for plates, wavy-tires, and stoves and other castings. At Thorncroft and Chapelton trade is good in gas and water pipes, stoves, grates, and ornamental castings for buildings. The coal pits of the firm of Newton, Chambers, and Co., are all doing well, whilst a very large tonnage of coke is being made, and for which there are ready markets. The business doing throughout South Yorkshire in steam coal was scarcely ever better than at present, and a large tonnage is being sent to London, and also to Hull and Grimsby for exportation. House coal is quiet, but there is a considerable trade being done in slacks for gas-making purposes.

The South Yorkshire Miners' Association have their annual demonstration on Monday, which this year is to be held in the Queen's Grounds, Barnsley. To give due effect to the gathering, there are to be no less than 20 bands of music, and a vast display of elaborately figured silk banners. The different lodges are to be billeted at the public-houses, and preparations have been made for supplying the necessary creature comforts for 8000 men, exclusive of the ladies who generally accompany their "masters" to the great festival.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Aug. 31.—The ironmasters of North Staffordshire, at a meeting held on Monday afternoon, passed a resolution declaring an advance at the rate of 10s. per ton in the price of finished iron. It was also agreed to advance the wages of puddlers 6d. per ton, and of millmen and other ironworkers 5 per cent. The wages of colliers and ironstone miners were also increased to the extent of the reduction made three years ago. The advanced scale comes into operation from 1st September. By these concessions a stop has been put to the disturbances in the labour market arising from agitation, which have been reported for some weeks past. The demand alike for pigs and finished iron is very brisk, a goodly number of shipping orders being in course of execution. Coal for manufacturing purposes is in active demand, and there is no diminution in the buoyancy of the ironstone trade, transactions being reported at somewhat firmer quotations. Very large quantities of ore are being sent to South Staffordshire and other districts.

This has been a somewhat unsettled week for business in the Iron Trade of South Staffordshire, owing partly to the visit of the Iron and Steel Institute, which has naturally absorbed a great deal of attention, and partly to the divided opinion prevailing among the iron masters on the question of prices. We reported last week that Messrs. Barrow and Hall, dissenting from the resolution passed at the Birmingham meeting, had issued a circular announcing an advance of 10s. per ton. A similar step has been taken by other leading houses, including the Earl of Dudley; and virtually, though not officially, a rise of 10s. per ton on the list rates was declared on Saturday last, no transactions having been reported since that date, except at the advance named. Business continued remarkably buoyant in all the principal departments of the trade. Best bars, hoops, small rounds, nail rods, sheets, and boiler-plates are particularly in active request. In rails there is comparatively nothing doing. All the pig-iron makers are supplied with orders sufficient to occupy them until the close of the quarter. Additional furnaces will be put into blast in the course of the next few weeks. For coal and slack the demand continues to be very fairly sustained. Ironstones of native produce are scarce and dear.

At a meeting of the Ironmasters' Association to-day the decision recorded in the following official *communiqué* was come to after a long and anxious deliberation:—"A special general meeting of the iron trade was held this day with the view of considering the position of affairs, owing to the advance of some of the leading houses of the trade. At the meeting held last week it was determined to give a bonus of 6d. a ton to puddlers, the majority of the trade averring that at that time they had not experienced such an improvement in the demand as would warrant any advance in the price of iron. Seeing that a rule has been for many years in operation whereby the rate of wages is governed by the list price of iron, it is now considered that the same advance as usual should be given to the men—6d. per ton on puddlers' and 5 per cent. on all other forge and millmen's wages. The price of iron will, therefore, be from this day 8s. 10s. for bars, and wages 9s. 6d. per ton for puddling, and 5 per cent. advance on the rate of other forge and mill workmen's wages, the advance to commence from the 16th inst."

The Hardware Trades of South Staffordshire are in a more prosperous condition than we have been able to report for some time past. For mill and forge machinery, and heavy wrought-iron work for engineering purposes, a brisk demand prevails, and the best makers at Wednesbury and Walsall have quite a pressure of orders for steam, gas, and hydraulic tubes. Hollow ware and builders' castings command a well-sustained export enquiry on the West Bromwich side of the district. At Tipton and Cradley the chain, cable, and anchor forges are all in active operation, the demand comprising Admiralty contracts as well as ordinary merchant orders. The lock makers are busy at Wolverhampton in the "levered" branches and at Willenhall in the "warded" branches of the trade, the colonial demand being particularly buoyant. Edge tools, vices, anvils, hammers, washers, and other varieties of district produce are in full average request, and prices are firmer in proportion to the advance in the value of raw material.

NORTH STAFFORDSHIRE IRON AND COAL TRADE.—We are requested to state that the following resolutions were passed at a meeting of the North Staffordshire Iron and Coal Masters' Association, held at the Railway Hotel, Stoke-on-Trent, on Monday:—

"That puddlers' wages be advanced 6d. per ton, and millmen and others 5 per cent., and that such advances take effect at the expiration of 14 days from Saturday next."

"That the price of finished iron be advanced 10s. a ton."

"That, in cases where a reduction in colliers' and ironstone men's wages was made at the general reduction in 1868, such reduction be restored at the expiration of 14 days from Saturday next."

MINING BY MACHINERY—THE BURLEIGH DRILL.

It has already been observed that in ascertaining the merits of a machine, as compared with manual labour, it is essential that the amount of work done in a given period, extending over some months, should be taken, in order to make any reliable comparison; for whilst a run of a few minutes' or even hours' duration might give results immensely in favour of the machine, the result of a year's or a few months' working might show a great advantage in hand labour. It is in consequence of this that it has so frequently happened that drilling and tunneling machines which, in experimental trials, have been so successful as to secure the most favourable reports upon them, have been heard but little of in the mines; whilst of those which actually reached the mines, but one has been able to hold its ground after passing out of the hands of the inventor, who, being interested in getting through a large amount of work, will sometimes do so regardless of cost. The exception to which we have had is the Burleigh Rock Drill, which, we have already stated, has in a single year got through 225 fms. of hard conglomerate and 286 fms. of coal, the level being in each case 17 ft. by 9 ft., and, therefore, representing the removal of considerably over 2000 fms. of ground, the average exceeding the dravage of 180 fathoms per month, taking the 12 months' working.

In this country the result of such a lengthened trial is not obtainable, since the first machine made in this country was only sold in January last, and the sole manufacturers, Messrs. C. Ball and Co., of Newgate-street, have relied upon the merits of the machine alone, and have not in any case undertaken to work the machine themselves to prove its value, which has been the common practice of inventors of mining machinery. That obstacles inevitably attend the introduction of anything new is well known, and it certainly speaks well for the superiority of the Burleigh drill that whilst no sales are reported of other drills as the result of the inventors' experiments, Messrs. Ball and Co. have sold no less than thirteen drills in this country and abroad within the present year, Messrs. Ord and Maddison, of Darlington, being amongst the most recent purchasers of a drill for working their limestone quarries. We trust that these gentlemen will forward us the result of their experience with the machine as soon as they have had it a few months in use, as the public naturally place more confidence in the reports of those practically using machinery than in those of manufacturers or others interested in selling it. We are reminded of this fact by the perusal of a communication, obtained direct by the manager of the Etherley Colliery, near Darlington, from Mr. H. S. Dunn, of the Caplington Colliery, Kilmarnock, where we have already stated a drill is in constant work.

As a professional communication of this character would not come within the category of testimonials, one is inclined to attach additional importance to the statement. As to the amount of repairs required by the drill, Mr. Dunn states that he had it at work every day for ten weeks, and he considers that where there is much hard drilling the machine is of great service. Two similar pits were sunk, one by hand labour, through 21 ft. thickness of very hard whinstone in 1872 hours, and the other by the Burleigh drill, through 26 ft. of the same whinstone, in 1056 hours. The Burleigh drill, therefore,

effected a saving in time of nearly one-half, whilst as regards economy Mr. Dunn states that he "had a clear saving of about half the expense as compared with hand labour."

It appears, moreover, that we shall soon know the results obtained with the drill in connection with metalliferous mining in this country, for during the past month it has been put to work at the Great Fron Fownog lead mines, and Capt. William Wasley promises us a report upon its working for next week's Journal. In first, adopting a machine some inconveniences are naturally met with, but it seems that the greatest which Capt. Wasley has had to encounter was to draw the machine high enough in the shaft (without employing extra hands) to be beyond the action of the blast. This he has at once disposed of by ordering a pair of patent blocks and chains, which he will attach to a suitable cross timber in the shaft. This will permit of the machine being lifted bodily the few feet requisite previous to each blast, and will also much facilitate changing the place of the machine, so as to put in the holes in the best position for producing the maximum effect with each charge of powder. To prevent the delay, now unavoidable, after each blast during the clearing off of the powder smoke, Capt. Wasley is also putting down 6-inch zinc air-pipes, which will give greater comfort to the men, and permit of more rapid progress in sinking. With regard to the Fron Fownog drill, it may be mentioned for the information of those who have an idea that it is more difficult to get good results with compressed air than with steam direct, that it has been found that the compressed air is both more convenient and more economic. Capt. Wasley appears to have full confidence in the utility of the machine, and if he succeed, as he no doubt will, in getting down the shaft in half the time and at one-half the expense that would be required by hand labour, he will entitle himself not only to the honour of being the first to popularise machine drilling in this country, but to the thanks of the mining community generally, and of the Fron Fownog adventurers in particular.

THE IRON AND STEEL INSTITUTE.

In the Supplement to this week's Journal we have given very full details of the proceedings at the meetings of the Iron and Steel Institute in South Staffordshire and Shropshire, on which we shall have some remarks to make next week, when we shall have an opportunity of giving additional particulars. The visit was brought to a conclusion on Thursday night, by a banquet given by the ironmasters of South Staffordshire in the Exchange Assembly Room, at Birmingham. Lord Dudley presided, having on his right Mr. Henry Bessemer, the president of the Institute, and on his left Lord Lyttelton. About 150 guests sat down to dinner. After the usual loyal and patriotic toasts, Lord WARD, in proposing "The Iron and Steel Institute," said he believed that in many respects there never was a meeting gathered in Birmingham that had more truly the interest of the iron trade at heart. The members of the trade in South Staffordshire and Worcestershire could not have done themselves more honour than to have the members of the Iron and Steel Institute as their guests; and he believed they could not have invited any other society communion with which would have greater results, considering that the object of the Institute was to promote the more scientific manufacture of iron in all places where that manufacture was known. It was of the greatest possible advantage that among the leading members of this great trade there should be a masonry which should be the bond of all, so that there should be a more intelligent dealing with those materials with which they had to do, and that the thoughtful foreigner should not get before them in any respect. He was far from saying that he thought the intelligence of the foreigner, or of any one nation, in the aggregate, was greater than our own; but he believed that things were so evenly balanced that if they took 1000 men anywhere who were interested by the same motive they would find, after due discussion, there was as much intelligence in their minds as could be found elsewhere. But he would speak if there were a mutual understanding and a free interchange of ideas, they would not be immeasurably superior to any one country that was aloof. What recommended this society to him *prima facie* was that it asked everybody, in the broadest possible way, to become its member, and to bring his ideas and knowledge to a common centre for the benefit of all, that those ideas which were worth anything might be adopted, and the chaff cleared away. If the society should so develop itself that those men should join it who had hitherto remained each in his own district, working for his own fortune, and thus become members of one family, giving rise to a better mutual understanding and a better knowledge of the common wants of all, and should thereby become able to deal justly and fairly with that great question of capital and labour, the society would not have been formed in vain. (Cheers.) His own belief was that it must come to this. When he thought of the names of Bessemer—(cheers)—Hewitt, from America, Neilson, of Scotland, Bell, of the North of England, Williams, of the Midland Counties, and Fothergill, of South Wales, he could not but feel that something of more than common interest had been started amongst them, and that long after the memories of that day were gone the fruit of their gathering would endure. He would couple with the toast the name of Mr. Bessemer. (Cheers.)

Mr. BESSEMER responded. He said the meeting of the Institute in South Staffordshire had certainly been one of the most interesting yet held. The members had on all occasions met with the utmost kindness and confidence on the part of the members of the trade in this part, and everything in the various works visited had been laid before them as frankly as they could desire. He would say that the Institute did not come here pretending to teach the ironmasters of South Staffordshire what they knew so well, and what had been practised there years before he was born. The members of the Institute came here to learn all they could, and in exchange to give whatever they might know, so that all their operations might be improved, and their difficulties made one by one to disappear. When he remembered the cordial reception which the Institute had received, and that Lord Dudley had left the breezy moors of Scotland, where everyone this warm weather would like to wander, and had come to dusty, grimy, money-making Birmingham, in order to meet the Institute, he could not but return to his lordship and the South Staffordshire ironmasters, on behalf of the Institute, his warmest thanks.

Lord LYTTELTON gave "The Iron Trade of Great Britain," coupled with the name of Mr. Hewitt (North America), Mr. Neilson (Scotland), Mr. I. Lowthian Bell (North of England), Mr. Walter Williams (Midland Counties), and Mr. Fothergill, M.P. (South Wales). Mr. HEWITT, in responding, said he could not hear the remarks of the Chairman without thinking of Dudley, the founder of the iron industry of this country, and also of America. (Hear, hear.) Since he had been in England, and during the time he had attended the meetings of the Institute, he had met many whom he had never known personally, but with whom he was well acquainted as rivals in every iron shop in America. (Hear, hear.) The unity existing between the manufacturers of this country and his own led him to hope that in time to come the members of the Institute would hold one of their meetings in America. (Cheers.) He could not promise them such an entertainment as they had had that evening, but he could at least guarantee them such a hearty and cordial welcome as a new country, rude in its habits, rude in its speech, rude in its customs, could give. The latch-springs always hung outside, and he could promise them if they held their meeting in America, every ironmaster in the country would come forward to welcome them as brothers welcomed brothers. He had known trade associations established for the purpose of making money, and for mutual protection; he had known capitalists combine to defend their capital, and workmen to defend their labour, but as far as he knew in the history of industry this was the first time that a great trade had met together for the purpose of investigating science for the good of the whole world. (Hear, hear.) It seemed to him to augur better for the future, and it would do much to define the duties which owners owed to their property, which employers owed to their labourers, and which labourers owed to their employers. In meeting the English ironmasters the American manufacturers felt that they were meeting not only their friends and their brothers, but their schoolmasters; Americans never had the door shut in their faces in England when they wished to investigate English manufactures. They derived the bulk of their instruction from England, and he was glad to say that they were about to make some little return in the shape of Mr. Danks's puddling-furnace. The furnace, he knew of his personal knowledge, was a complete success, and it was even hoped that having abolished the puddler, and made a gentleman of him, they might then in time make iron and steel direct from the ore. (Cheers.)

Mr. NEILSON, Mr. BELL, Mr. WILLIAMS, and Mr. FOTHERGILL, M.P., also responded, the latter deplored the ill-advised legislative interference on the part of the Government with the iron trade.

THE PATENT LAWS—THE VENTILATION OF ICE-SAFES.—A letter from a correspondent, under this heading, appeared in the Supplement to the Journal of Aug. 12, in which the inventions of Mr. Kent are alluded to in an objectionable manner, and reference is also made to a suit which he has instituted for an infringement of his trade rights. We have no hesitation in stating that we have no sympathy with the views of the author of the article, which was published, as such miscellaneous subjects usually are, on the good faith of the writer. Indeed, had the matter received that attention which it properly should, the article would not have been inserted. As it is, we have to apologise to Mr. Kent for this, and to express our regret, which we unhesitatingly do, that any communication open to the suspicion of assailing the character of a gentleman of Mr. Kent's position, or his merit as an inventor, or the course he has taken in defence of his trade rights, should have appeared in our columns. The value of Mr. Kent's patented inventions are not open to question—their universal sale having long established their utility and worth.

STEAM GENERATORS.—The invention of Mr. L. WIEGAND, Philadelphia, consists in producing an active circulation of the water in the suspended

tubes of a fire-box to facilitate the separation of the steam from the water by means of deflectors; and also in a furnace formed of separate sections specially adapted to the use of this boiler when applied to marine and inland navigation uses and in locomotives.

NEW BESSEMER PATENTS.—Last week we noticed the grant of no fewer than five patents connected with iron and steel to Mr. Henry Bessemer. These include a blast-furnace, a furnace, a converter, a process for casting metals, and another furnace. The most important of these is the process of subjecting molten iron to atmospheric air, under pressure sufficient to keep the iron in a perfectly fluid state until it is cast. This is accomplished by aero static pressure in the converter, by which the intense heat necessary is kept up, and a large supply of oxygen is furnished to the molten metal. A special converter of extra strength is used in this process, the mouth of which is made smaller than in those hitherto used, and lined with a ring of hard-burnt fire-clay, or with a composition of clay and plumbago. The pressure required is from 15 to 20 lbs. to the square inch, which must, however, be varied for different kinds of iron. The process of casting metals it is said, will be the most important addition which Mr. Bessemer has yet made to the manipulation of iron and steel, and will greatly add to his renown as an original inventor in this line.—*Iron and Coal Trade Review.*

BOILERS.—Mr. J. HARRIS, Old Jewry, proposes to enamel the tubes of steam-boilers to prevent the formation of incrustation.

CORNISH PUMPING ENGINES.—The number of pumping-engines reported for June is 20. They have consumed 1758 tons of coal, and lifted 143 millions tons of water 10 fms. high. The average duty of the whole is, therefore, 55,000,000 lbs., lifted 1 ft. high, by the consumption of 112 lbs. of coal. The following engines have exceeded the average duty:—

Cargol Mines—Michell's 72 in.	Millions	66.7
Chiverton Moor—70 in.	Millions	61.8
Crenwell and Wheal Abraham—Sturt's 90 in.	Millions	77.6
Ditto ditto Pelly's 80 in.	Millions	69.5
Dolcoath—85 in.	Millions	60.6
Great Work—Leed's 60 in.	Millions	60.1
West Wheal Seton—Harvey's 85 in.	Millions	55.2
West Seton—Tregonning's 70 in.	Millions	68.9
	Millions	69.9

Royal School of Mines.

ROYAL SCHOOL OF MINES.

DIRECTOR,

SIR RODERICK IMPEY MURCHISON, Bart., K.C.B., F.R.S., &c.

During the TWENTY-FIRST SESSION, 1871-72, which will commence on the 2nd of October, the following COURSES OF LECTURES and PRACTICAL DEMONSTRATIONS will be given:—

1.—CHEMISTRY	By E. FRANKLAND, Ph.D., F.R.S.
2.—METALLURGY	By JOHN PERCY, M.D., F.R.S.
3.—NATURAL HISTORY	By T. H. HUXLEY, LL.D., F.R.S.
4.—MINERALOGY	By W. ARTHUR WILSON, M.A., F.R.S.
5.—GEOLOGY	By A. C. RAMSAY, LL.D., F.R.S.
6.—APPLIED MECHANICS	By T. M. GOODVE, M.A.
7.—PHYSICS	By FREDERIC GUTHRIE, F.R.S.
9.—MECHANICAL DRAWING	By the Rev. J. HAYTHORNE EDGAR, M.A.

The Fee for Students desirous of becoming Associates is £30 in one sum, or entrance, or two annual payments of £20, exclusive of the Laboratories.

Pupils are received in the Royal College of Chemistry (the Laboratory of the School) under the direction of Dr. Frankland, and in the Metallurgical Laboratory under the direction of Dr. Percy.

Tickets to separate Courses of Lectures are issued at £3 and £4 each.

Officers in the Queen's Service, Her Majesty's Consuls, Acting Mining Agents, and Managers, may obtain Tickets at reduced prices.

Science Teachers are also admitted to the Lectures at reduced fees.

His Royal Highness the Prince of Wales grants Two Scholarships, and several others have also been established by Government.

For a prospectus and information, apply to the Registrar, Royal School of Mines, Jermyn-street, London, S.W.

TRENTHAM REEKS, Registrar.

THE EAST BOTTLE HILL MINING COMPANY (LIMITED).

Capital, £30,000, in 6000 shares of £5 each.

Incorporated under the Companies Acts, 1862 and 1867, by which the liability of shareholders is limited to the amount of their shares.

Deposit, £2 per share on application, and £2 on allotment, and the balance calls as required.

DIRECTORS.

JAMES JOHNSON, Esq., Belmont House, Starbeck, Harrowgate.</p

THE GREAT EAST FOXDALE SILVER-LEAD MINING COMPANY

(LIMITED), ISLE OF MAN.

Capital £20,000, in 20,000 shares of £1 each.

Deposit, 5s. per share on application, and 5s. per share on allotment; the remainder in instalments of 2s. 6d. each, at intervals of not less than two months.

ABRIDGED PROSPECTUS.

The existence of, together with the large quantity of high-priced silver-lead now raised in the Isle of Man, particularly in the Foxdale Mining District, cannot fail to direct the attention of all who are interested in lead mining to these localities, in which there exist such fair and reasonable chances of large returns for a spirited and judicious outlay of capital.

With a view to the advantages alluded to, the present company has been formed for the purpose of working the rich and valuable mine situated in the Isle of Man, and known as the Tynwald Mine, in the Bishop's Barony, parish of Marown, east of and adjoining the Foxdale Mine, together with the adjoining property, a grant of which has been obtained from the Crown.

The extent of the united sets will be about two miles on the course of the splendid east and west lode from which the celebrated Foxdale Mine has returned enormous quantities of rich silver-lead, from the sale of which the shareholders have received upwards of £200,000 in dividends, and the mine still continues as productive as ever.

On the Tynwald portion of the mine there has been already a large amount of money spent in driving an adit level about 80 fathoms in length, and in sinking the engine-shaft about 50 fathoms, from which sinking there has been obtained about 200 tons of lead ore, leaving a nice course of ore in the bottom of the shaft when last seen.

There are also erected on the works a good engine-house, offices, &c., which will save the company a great outlay and loss of time, and when the necessary machinery is erected the mine will at once be ready for active operations (upon the already discovered lode), which will be carried on in a vigorous manner, under judicious and economical management, when there is no doubt that large and profitable returns will be realised.

Independently of the advantages alluded to there has been discovered east of the Tynwald shaft, and immediately adjoining the new grant of ground, a splendid course of ore a few feet from surface, and opened on for about 30 yards by three cuttings from surface, the deepest not more than 8 feet, in which a splendid lode, with a fine course of solid ore from 8 to 10 inches wide, may be seen, and from which solid pieces of lead, each over 60 lbs. in weight, were taken. This admits of no question, as it is now open to inspection.

The directors, in calling attention to the annexed extracts from reports, beg to say that they have little to add to the statement of facts put forward by men of well-known ability and thorough practical knowledge of mining, both in Wales and in the Isle of Man, beyond stating that they can with the greatest confidence recommend this undertaking, believing that it is free from many risks that generally attend mining speculations; for there are not only lodes of great promise in the sets, but they have actually been cut rich in lead at surface, as stated in the reports; and as the mines are in a district so well known for its mineral wealth, the directors can with every confidence recommend the Great East Foxdale Mine as a good and safe investment.

The Memorandum and Articles of Association may be inspected at the offices of the company, where splendid specimens of ore recently taken from the mine may be seen, and prospectuses and forms of application for shares obtained. Any further information can be had upon application personally or by letter to T. HUGHES, at the office of the company, 59, Seel-street, Liverpool, where an order to inspect the mine can be obtained.

EXTRACTS FROM REPORTS.

From Capt. JOHN LLOYD, of the Hendre Mines, &c., Flintshire. To the east of the engine-shaft, some 30 fathoms or thereabouts, three small shallow cuttings, some 30 yards apart, are sunk to the depth of 6 or 7 feet upon the crop of the south lode, and in each of these cuttings a handsome course of ore is now to be seen, from which I cut about a hundredweight of solid silver-lead, as per sample sent to your office. If this course of ore should continue downwards, and there is every indication to warrant it doing so, and should also improve in value, it being a strong master lode with every component matrix, such as oxide of iron, sulphure of zinc, carbonate of lime and lead, which are always the natural gauge of the chief bearing veins of the Sulurian rocks of all districts, I see nothing to prevent your having a profitable mine in a very short time in this part alone of your valuable property.

From Capt. MATTHEW GROSE, Manager of the Ballaocarkish Silver-lead and Copper Mining Company (Limited). The state of the mine has been very materially altered for the better by the recent discovery of a lode of very great promise, which is now to be seen at the surface, and has been opened out for distance of 40 yards in length, and I must say that I have not seen anything that pleased me so much for several years past. From the knowledge I have of the district, and from information I have gathered together, I am of opinion that there is another lode close by the one that has just been opened out, and which can be easily pried by cross-cuttings from below. I have only to reiterate my former opinion, that my firm conviction is that you have a most valuable property.

From Capt. JOHN KITTO, late Manager of the Great Laxey Mine. This property is very favourably situated, being in close proximity to the main road leading from Douglas to Peel, and its position offers facilities for the transit of materials, ores, &c., such as are seldom met with in the island. Its geological position is also of the most favourable character, being a continuation of the Foxdale run of mineral ground, and not far from the granite range, which is considered a very desirable object; and the lode on which the principal operations have hitherto been conducted is believed to be identical with one of the main producing lodes in the Foxdale Mine, known as "Beckwith's vein," which in that mine has yielded enormous quantities of lead ore, and has returned immense profits to the shareholders.

From Capt. BAWDEN, late Manager of the Isle of Man or Foxdale Mining Company. Taken in a mining point of view, with the knowledge that the Foxdale vein passes through it, I would venture to state that there is not a more favourable district for mining speculation in the Isle of Man. I find by the surface trials recently made that some splendid specimens of lead ore have been met with on the back of the south of Foxdale vein (about 35 fathoms east of the engine-shaft), which, if it continues in depth, must very materially enhance the value of the property.

THE DARLINGTON WAGON COMPANY, MANUFACTURERS OF RAILWAY WAGONS OF EVERY DESCRIPTION.

For Cash, or on Deferred Payments, or Hire. REPAIRS EXECUTED WITH DISPATCH, ON REASONABLE TERMS. OFFICES AND WORKS,

ALBERT HILL, DARLINGTON.

GENERAL MINING OFFICES, BEDFORD FOUNDRY, TAVISTOCK, CONDUCTED BY MR. CHARLES F. COLLOM,

MINING ENGINEER, AGENT, AND SURVEYOR, WHO undertakes the entire local Management of Mines, including Dialling, making accurate Underground Communications and Plans, at a stipulated salary.

Mines Inspected and faithfully reported on, orders for which purpose should be made for Mr. Collom, or his Agent. Promoters of New Mining Enterprises (which will bear the strictest scrutiny) desired every assistance.

Investments in Mines arranged for Capitalists, the condition of the mines, as well as the prospects of the mines, being first strictly investigated. MR. CHARLES F. COLLOM OFFERS FOR SALE ONE THOUSAND POUNDS OF EDINBURGH SHARES, at only 2s. 6d. each. The immediate purchase of these shares he recommends as a bona fide speculation. The mine is only a mile in length on the course of the lodes, which are a continuation of the productive lodes of Okei Tor, the directors of which mine from present prospects anticipate shares will be in demand at from £2 to £3 each. Also, an OFFER WANTED FOR ONE HUNDRED OKEI TOR.

CAPTAIN A. B. SALOM FRANCIS, GOGINAN, ABERYSTWITH, MINING AGENT, ENGINEER, AND SURVEYOR, THE great success which is attending the opening and working of the mines in the counties of Cardigan and Montgomery, and the many properties placed under his disposal. Capt. ABSALOM FRANCIS, induces him to offer his services, to ADVISE, INSPECT, REPORT, or SURVEY, for Mining Companies private shareholders. Terms, apply to Capt. ABSALOM FRANCIS, as above.

MESSRS. LISCOMBE, AND CO., 29, SOUTH CASTLE STREET, LIVERPOOL, to inform their CLIENTS and the PUBLIC that they are PREPARED TO BUSINESS IN ALL CLASSES OF MINING SHARES—English, Foreign, and Colonial—at the closest market prices.

EMIEST, FINS, AND ASSA, LTD, FINS, being a firm of Mining Engineers, having recently joined the firm, they are ready to provide capital to any moderate extent for working bona fide mineral properties, upon all metalliferous mines throughout the world. They are also ready to provide capital to any moderate extent for working bona fide mineral properties, no matter where situated.

Thomas LISCOWE and CO. have for sale at this present time shares in several highly promising progressive mines, which are certain shortly to pay large dividends upon a very small outlay.

For particulars, apply to Mr. LEYSON RYNS, Mining Engineer, Aberdare, South Wales.

GUIDE TO INVESTMENTS. Published monthly. Post free.

PAEGO'S "GUIDE TO INVESTMENTS" afford information (ample and correct) of all the best-paying investments, and men of business should consult the "Guide" for valuable intelligence.

THOMAS SPARGO, Gresham House, Old Broad-street, E.C.

Established Twenty-five Years, Fifteen at the above address.

HIGHLY IMPORTANT and ATTRACTIVE SALE of the WHOLE of the very SUPERIOR and VALUABLE PLANT and MACHINERY at the OIL WORKS close to PADESWOOD STATION, on the Chester, Mold, and Denbigh Railway.

MESSRS. CHURTON AND ELPHICK beg to announce that they have been favoured with instructions from Mr. Joseph Turner, of Queen's Ferry, who is giving up the OIL BUSINESS at Padeswood, to SELL, BY AUCTION, on Monday, Sept. 11, 1871, commencing at Eleven o'clock A.M. to the minute, the WHOLE of the COSTLY and MODERN

PLANT AND MACHINERY.

Including retorts, condensers, revolvers, with all necessary appliances; horizontal STEAM ENGINE, 15-in. cylinder, 3-ft. stroke, with Cornish BOILER and fittings, separators, pipes, and receiving tanks; large brick tank, with cover and piping; 4-ton strong cast-iron stills, with iron worms and condensers, and fittings; 4 covered cast-iron tanks, with lids and separators; large cast-iron stove; oil tank, with piping; 4 bleaching or settling tanks, and piping; 2 cast-iron agitators, with shafting and fitting complete; pumps; strong horizontal ENGINE, 8-in. cylinder, 2-ft. stroke, for working agitators, &c.; large vertical STEAM BOILER; 2 cast-iron grease-mixers, with shafting, &c.; 6 grease-pans, and fittings; large building, with galvanised iron roof and chimney; 2 30-cwt. platform weighing-machines; wrought water-tank, and piping; the contents of the blacksmiths' shops, engine-house, and store-room.

The BUILDINGS, comprising the engine-house and refinery, 74 ft. by 21 ft., with corrugated iron roofing, iron doors, &c.; new wrought-iron fittings for a roof; powerful purchase for hauling wagon up incline; railway siding and rails (part double headed); quantity of wrought and cast scrap; shear legs; office furniture; fire-proof safe, &c.

Catalogues may be obtained ten days prior to the sale at the offices of the Auctioneers, Chester, and Whitchurch (Salop).

CRADLEY, NEAR STOURBRIDGE.

FREEHOLD MINERAL ESTATE AND BUILDING LAND.

MESSRS. OATES, PERRENS, AND WOOLDRIDGE are instructed TO SELL, BY AUCTION, on Friday, the 8th day of September, 1871, at the Talbot Hotel, Stourbridge, at Five o'clock in the afternoon, in One Lot, or in such lots as shall be decided upon at the time of sale, and subject to conditions which will be then read, a very valuable

FREEHOLD MINERAL ESTATE,

Situate at OLDNALL, in the Parish of CRADLEY, in the County of WORCESTER, consisting of over THIRTY-FIVE ACRE of EXCELLENT ARABLE LAND, with suitable Homestead.

The estate is believed to contain the thick and other measure of coal and ironstone of the South Staffordshire coal field, and also the Stourbridge clay seam.

It is situated in a populous locality where there is a very large demand for coal for manufacturing and household purposes, which demand is at the present time increasing to a great extent, in consequence of the exhaustion of the coal fields of the adjoining districts.

It is believed that the coal in an adjoining colliery has been worked up to the boundary of the property.

The Stourbridge and Birmingham Railway runs within half a mile of the estate, and the Stourbridge and Birmingham turnpike road is at a less distance.

Plans and particulars and any further information may be obtained of Messrs. OATES, PERRENS, and WOOLDRIDGE, land and mine agents, Stourbridge; or of MR. RICHARD GROWCOTT, mining agent, Kingswinford; or of Mr. R. L. H. MOLE, solicitor, Sheerness, or of Messrs. BROOK and CHAPMAN, solicitors, 2 and 3, Church-yard, London, E.C.

TITANIC STEEL AND IRON COMPANY (LIMITED).

STEEL AND IRONWORKS FOR SALE, BY PRIVATE TREATY.

THE LIQUIDATOR of the ABOVE-NAMED COMPANY is prepared to TREAT for the SALE, by private arrangement, as a going concern, of the WHOLE of the company's VALUABLE FREEHOLD MANUFACTURING PREMISES, known as

THE FOREST STEEL WORKS.

Situate at COLEFORD, in the FOREST OF DEAN, GLOUCESTERSHIRE extending over an area of about SEVEN ACRES, together with all the WORK SHOPS, ROLLING MILL, FORGE, STOREHOUSES, OFFICES, PLANT and MACHINERY; also some valuable PATENTS, LICENSES, and LEASES, including LEASE of DARKHILL and SHUTCASTLE COLLIES.

The Liquidator is also prepared to treat separately for the sale of the ROLLING MILL, with ENGINES, BOILERS, LATHEES, SHEARS, &c., therein, which are all nearly new, and in first-class working order. There are THREE TRAINS of ROLLS—viz., 10 in., 12 in., and 16 in. wire train—all driven by a 32 in. cylinder horizontal high-pressure non-condensing engine (75-horse power nominal), by Davy Brothers, of Sheffield. Fly-wheel 20 ft. in diameter, weighing 20 tons.

Full particulars and orders to inspect the works can be obtained on application to ROBERT FLETCHER, 2, Moorgate-street, London, E.C., the Liquidator; or to R. WOODWARD, Forest Steel Works, Coleford.

The usual business of the company is meanwhile carried on at the works.

MAES-Y-SAFN MINE COMPANY (LIMITED).

IN LIQUIDATION.

TO BE SOLD, BY PUBLIC AUCTION, by MESSRS. CHURTON and ELPHICK, on Tuesday, the 8th day of September, at the Queen Hotel, Chester, at One o'clock P.M. precisely (if not disposed of in the meantime by Private Treaty), the

MAES-Y-SAFN MINE, MACHINERY, AND PLANT,

Consisting of an 85-inch cylinder ENGINE, TWO WINDING ENGINES, BOILERS, and connections, crushing machine, water wheels, pitwork, &c.

The whole to be sold in One Lot as now standing, together with the residue of the existing lease from the Marquis of Westminster.

The mine is drained to the 180 yard level, and is open for immediate inspection.

A new lease will be granted by the Marquis of Westminster on favourable terms to an eligible purchaser prepared to continue the working of the mine.

For particulars and conditions of sale, apply to Mr. PAUL NINNIS, the Liquidator, No. 6, Queen-street-place, London; or to Messrs. CHURTON and ELPHICK, Auctioneers, Chester.

ARMAGH LEAD MINING COMPANY (LIMITED).

IN LIQUIDATION.

TO BE SOLD, BY PUBLIC AUCTION, by Mr. F. F. CAMPBELL (Auctioneer, Dundalk), on Thursday, the 21st September, 1871, at Twelve o'clock noon, on the CREGGAN MINES, near CROSSMAGLEN, DUNDALK, IRELAND, all the MACHINERY and PLANT, consisting of—

ONE 36 inch cylinder CORNISH PUMPING ENGINE, 8½ feet stroke, with TWO BOILERS, about 8 tons each.

ONE 16 inch HORIZONTAL ROTATORY CONDENSING ENGINE, 5 feet stroke, with TWO BOILERS, about 5 tons each.

ONE 14 inch cylinder ROTATORY CONDENSING ENGINE, with ONE BOILER, about 6 tons, stroke 5 feet, with winding and pumping gear attached.

ONE CORNISH CRUSHING MILL, rollers 22 inches diameter, with cast-iron raft wheel and fittings, complete—all in excellent condition.

About 45 fathoms 9 inch MAIN RODS, with strapping plates, bolts, &c., and about 80 fathoms 9 and 10 inch PUMPS, all with working barrels, H-pieces, and door-pieces to match—all nearly new.

About 120 fathoms 6 and 7 inch PUMPS, with working barrels and door-pieces complete; also ONE 8½ inch PLUNGER POLE, with pole case, stuffing box and gland.

150 fathoms 10 inch CAPSTAN ROPE, TIMBER, CHAINS, WIRE ROPE, and all the necessary MATERIALS to a going mine.

Capt. BAILEY, Crossmaglen, will show the materials on the ground, and any further particulars required will be given by—

MR. CURRIE GREGORY, C.E., Liquidator, 62, St. Vincent-street, Glasgow, August 28, 1871.

TO SELL, OR LET ON HIRE, for cash or deferred payments, FIFTY COAL WAGONS, hopper built, with bottom and side doors, carrying seven tons.

Apply to MANSTON COAL COMPANY, Leeds.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBERLAND.

TO BE LET, ON LEASE, the HUNSTANWORTH and NEWBIGGIN ROYALTIES, the former about 3534 acres, and the latter 200 acres, or thereabouts.

The Hunstanworth Royalty adjoins the celebrated W. B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped.

Incoming lessees can have the plant and machinery, now upon the premises, at an annual rent, with a right to purchase at any time during the lease, on terms to be agreed upon.

For particulars, apply to JOSEPH DODDS, Esq., M.P., No. 4, Spring-gardens, Charing Cross, London, S.W., and Stockton-on-Tees; Mr. NATHANIEL CLARK, Beamish-park, Fence Houses; or Mr. THOMAS J. BEVICK, C.E., No. 2, Westminster-chambers, Victoria-street, London, S.W., and Haydon Bridge, Northumberland.

CHILTON MINES.

TO BE LET, the COAL MINES within and under the CHILTON ESTATE, the property of the Right Hon. the Earl of Eldon. The Estate is situated near FERRYHILL, in the County of DURHAM, and contains 1240 square acres, or thereabouts. The North-Eastern main line, and West Hartlepool main line, and branch lines of railway intersect the estate.

For particulars, apply to JOHN JOHNSON, C.E., Chilton Hall, Ferry Hill, Chilton Hall, Ferry Hill, July 4, 1871.

SOUTH WALES SMOKELESS STEAM COAL.

TO BE LET, ON LEASE, a COLLIERY, now working on the above, with a WORKABLE AREA of over FIVE HUNDRED AND NINETY ACRES. Railway through the property; eight miles from Port; coal on Government List.

For particulars, apply to Mr. LEYSON RYNS, Mining Engineer, Aberdare, South Wales.

GUIDE TO INVESTMENTS. Published monthly. Post free.

PAEGO'S "GUIDE TO INVESTMENTS" afford information (ample and correct) of all the best-paying investments, and men of business should consult the "Guide" for valuable intelligence.

THOMAS SPARGO, Gresham House, Old Broad-street, E.C.

Established Twenty-five Years, Fifteen at the above address.

CORNWALL.

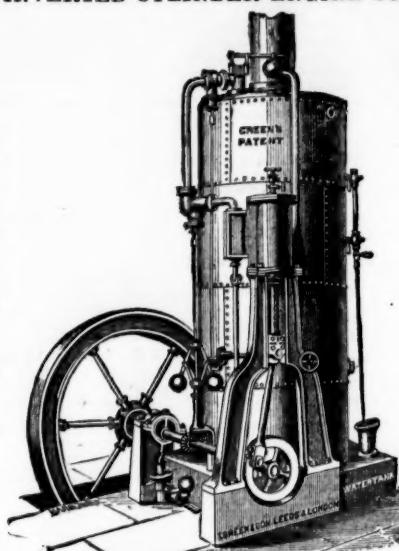
VALUABLE SLATE AND SLAB QUARRY.

FOR SALE, a VALUABLE SLATE QUARRY, in CORNWALL, in the vicinity of the celebrated Delabole Quarry, well placed, with access to a Shipping Port.

The quarry, which has been opened, and a considerable sum expended upon it in bringing it into its present state of development, and the workings have exposed thick beds of the best Cornish slate and slab.

GREEN'S PATENT BOILERS,
WITH INVERTED CYLINDER ENGINE COMBINED

Specially adapted for Contractors, Joiners, and Builders,
Cabinet-makers, Brick-makers, Farmers, Mills, Dyers,
Workshops, Printing-offices, &c.



For description see the advertisement ready for
Exhibition this year, in the Royal Agricultural Society of England.

The above Engines and Boilers are constructed in an exceedingly substantial and simple manner, every part being easy of access, consequently can be readily understood and managed; they are fitted with governors, equilibrium throttle valve, stop valve, safety valve, feed pump, water and steam gauges complete. The foundation plate answers the purpose of feed water tank, in which the water is heated before passing into the boiler, and also of an ash-pit, and no brickwork or foundation is required.

N.B.—Upwards of 600 of these Engines and Boilers are now at work, giving entire satisfaction.

Illustrated PRICE LISTS free on application to
THOMAS GREEN AND SON,
SMITHFIELD IRONWORKS, LEEDS;
And 54 and 55, Blackfriars-road, London, S.E.

IMPROVED APPLICATION OF WATER POWER.

THE TURBINE.

Mac Adam, Brothers, & Co.
ENGINEERS,
SOHO FOUNDRY, BELFAST,

After twenty years of experience, have brought their Improved TURBINE to great perfection.

It is applicable to all practicable heights of fall, giving much greater power from the water than any other kind of water-wheel.

On low falls it has the great advantage of not being impeded by floods or back-water.

It is particularly well adapted for situations where the quantity of water is variable, and where all other wheels fail.

Its motion is extremely regular, and, when desired, a Governor can be applied effectively.

This Wheel is at work in a great many places, to which reference will be given.

BY
ROYAL



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PATENT.

MALAM AND COMPANY,

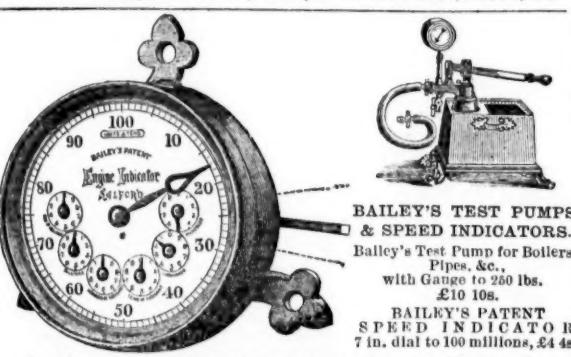
ENGINEERS,

INVENTORS AND PATENTEES OF PORTABLE AND STA-
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NEW ROAD, ROTHERHITHE,
LONDON.

CONTRACTORS for GAS, WATER, SUGAR WORKS, and DISTILLERIES
on the most Improved principles.

Plans and specifications furnished on application.

Also, INVENTORS of APPARATUS for GENERATING GAS from DEAD
and other OILS, applicable to every description of FURNACES, FLUES, &c.



(In order, say if for reciprocating or rotary motion.) Used for Pumping
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By a special method of preparation, this leather is made solid, perfectly close in texture, and impermeable to water; it has, therefore, all the qualifications essential for pump buckets, and is the most durable material of which they can be made. It may be had of all dealers in leather, and of

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HIBBERT'S NEW THEORY and PRACTICE of MEDICINE,
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Prevention of Disease in Human Beings; Vol. II. on Animals. In paper cover,
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PORTABLE STEAM ENGINES,
WITH ALL RECENT IMPROVEMENTS.
HORIZONTAL FIXED STEAM ENGINES,
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AND
Mushet's Titanic Cast Steel for Engineer's Tools, &c.

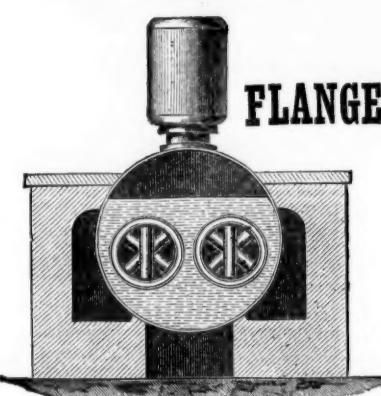
FOREST STEEL WORKS, COLEFORD,
GLOUCESTERSHIRE.

HAWKSLEY, WILD, AND CO.'S
PATENT

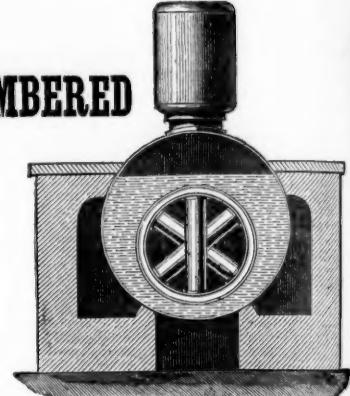
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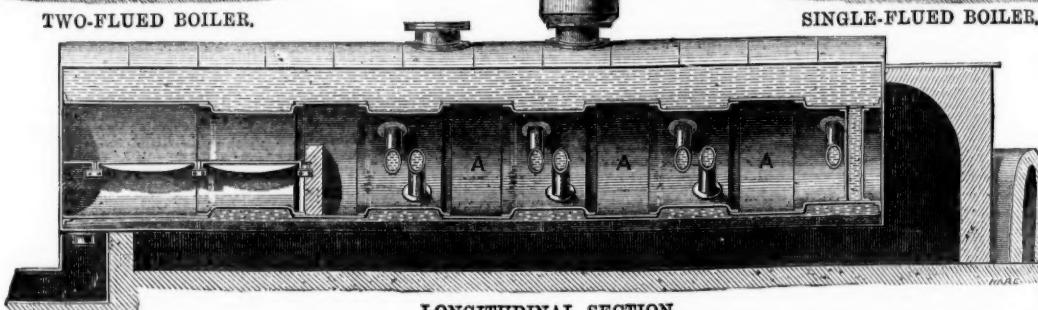
BOILERS.



TWO-FLUED BOILER.



SINGLE-FLUED BOILER.



LONGITUDINAL SECTION.

THE FLUES OF THE ABOVE BOILERS ARE MADE OF TWO DIAMETERS, ONE RING OF PLATES BEING

4 inches less than the other, alternately. The smaller rings being flanged, as shown in drawing, are thereby considerably strengthened, besides securing the most material point—a perfect EXPANSION-JOINT.

The cross tubes are placed in the smaller rings of the flue, so that any one can easily be taken out and replaced. The larger rings of the flue act as reverberating, combustion, and heat-retaining chambers, greatly economising the fuel. These Boilers are strong, durable, and economical, and have been at work a number of years with the most satisfactory results.

PATENTEE AND MANUFACTURERS :

HAWKSLEY, WILD, and CO., Engineers and Boiler Makers,
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PATENT
SELF-LUBRICATIVE STEAM & HYDRAULIC ENGINE PACKING.

This Packing is invaluable to all Users of Steam-Power; it supersedes anything of the kind ever invented; it is now in use in all the Chief Railways and First Firms in this Country and Abroad, and is

THE ONLY PACKING THAT WORKS WITHOUT OIL OR GREASE,

Does not char, is pliable, keeps the rods

COOL, BRIGHT, AND CLEAN,

And lasts longer than any other, thereby

SAVING FULLY 200 PER CENT.

To the User, in oil, labour, and material.

Can be had only from the Agents throughout the country, appointed by

THE SOLE LICENSEES,

HENRY HOUSE AND CO.,
CATHERINE STREET, CITY ROAD, LONDON, E.C.
Where also may be obtained, the LUBRICATIVE PACKING COMPANY'S
ANTI-FRICTION CREAM OIL,
Which Lubricates perfectly, keeps the Bearings Cool, and does not become Viscid or Glutinous.

CHAS. PRICE AND CO.'S RANGOON ENGINE OIL,
AS SUPPLIED TO H.M. DOCKYARDS AND FLEET.



THIS OIL is suitable to every kind of Machinery. As a lubricant it is equal to the best Sperm or Lard Oil, while it possesses the great advantage of being entirely free from any principle which will corrode the metal bearings.

For particular kinds of Machinery, the Oil may be specially prepared of a consistency and character adapted to the nature of the work to be done.

Chemical Laboratory, 7, Printing House-square, Blackfriars, April, 1869.

I herewith certify that the Rangoon Engine Oil, manufactured by Messrs. Chas. Price and Co., is free from any material which can produce corrosion of the metal work of machinery. It is indeed calculated to protect metallic surfaces from oxidation.

The lubricating power of this oil is equal to Sperm or Lard Oil.

T. W. KEATES, F.C.S., &c. &c.

Every parcel of the Oil sent from the work bears the Trade Mark of the Firm.

LONDON : CASTLE BAYNARD, UPPER THAMES STREET.

WORKS : MILLWALL, POPLAR; and ERITH, KENT.

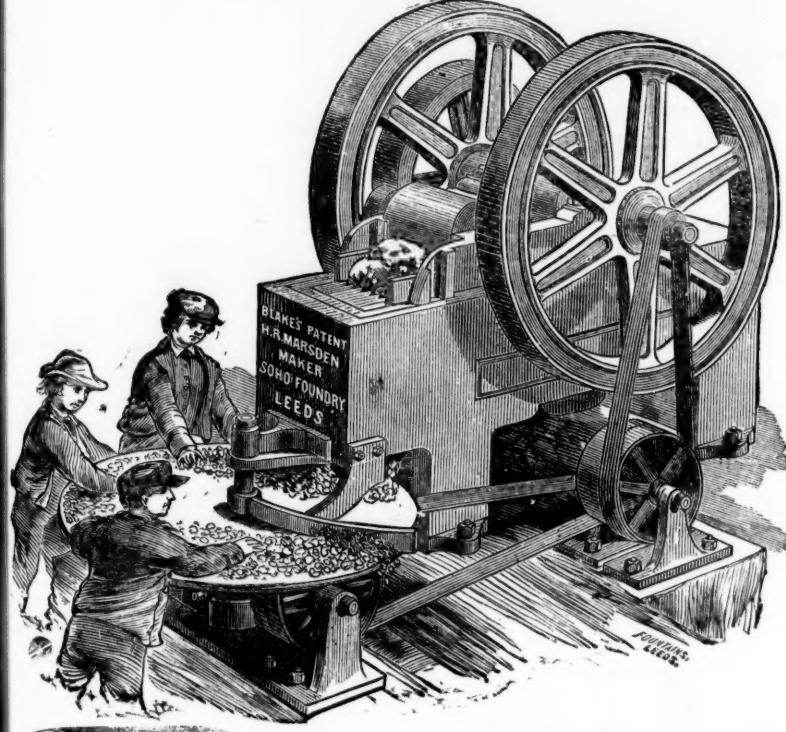
AWARDED TWENTY GOLD AND SILVER FIRST-CLASS PRIZE MEDALS.

IMMENSE SAVING OF LABOUR.
TO MINERS, IRONMASTERS, MANUFACTURING CHEMISTS, RAILWAY COMPANIES, EMERY AND FLINT
GRINDERS, MCADAM ROAD MAKERS, &c., &c.BLAKE'S PATENT STONE BREAKER,
OR ORE-CRUSHING MACHINE,

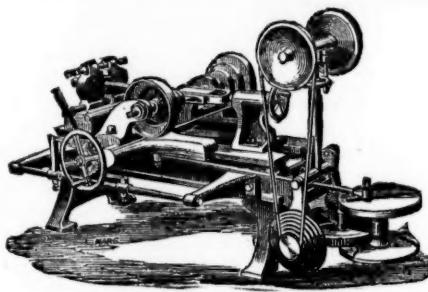
FOR REDUCING TO SMALL FRAGMENTS ROCKS, ORES, AND MINERALS OF EVERY KIND.

This is the only machine that has proved a success. This machine was shown in full operation at the Royal Agricultural Society's Show at Manchester, and at the Highland Agricultural Society's Show at Edinburgh, where it broke 1½ ton of the hardest trap or whinstone in eight minutes, and was AWARDED TWO FIRST-CLASS SILVER MEDALS. It has also just received SPECIAL GOLD MEDAL at Santiago, Chile.

It is rapidly making its way to all parts of the globe being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, and throughout the United States and England. Read extracts of testimonials—



For illustrated catalogue, circulars, and testimonials, apply to—

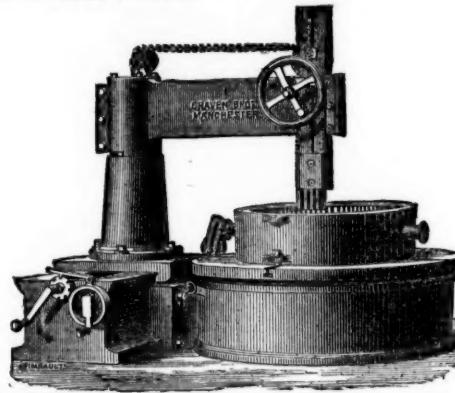
H. R. MARSDEN, SOHO FOUNDRY,
MEADOW LANE, LEEDS,
ONLY MAKER IN THE UNITED KINGDOM.Patent Duplex Cotter-Hole and
Key-Bed DRILLING MACHINE.

The advantage of this Machine is, that the Drills are only requisite to be half the length of the Cotter-hole required to be cut, as they operate simultaneously from both sides of the object, meeting accurately in the middle, and doing the work in less than half the usual time, besides producing a smooth hole on account of short, stiff Drills being used, thus producing a much better class of work, hitherto unattainable by the Machines with one long Drill.

The Machine is made in three sizes, and often made with double set of Head Stocks, to drill both ends of a connecting rod at the same time.

Improved WHEEL-MOULDING
MACHINE.

This Machine will Mould the Teeth of Bevel, Spur, and Worm Wheels, also Straight Racks, of any Pitch with a whole Pattern.



Some of the many advantages in the use of this Machine are, that the teeth of Wheels are perfectly straight across the Tooth, no tapering required to draw the pattern; the Wheels are true in diameter not depending upon a wood model, which sometimes alters in shape; Wheels of any pitch and form of teeth can be moulded without the use of a whole expensive pattern; and wheels to work into each other can be made mathematically correct in form, at the small cost of segment patterns.

The Machine is made in various sizes to mould wheels of any diameter.

CRAVEN BROTHERS,
MAKERS OF EVERY DESCRIPTION OF MACHINE TOOLS,
Vauxhall Ironworks, Osborne Street, Manchester.

TO PROPRIETORS OF MINES, COLLIERIES, AND IRONWORKS.

A SAVING OF AT LEAST £20 A TON

MAY BE EFFECTED BY ADOPTING

THE DON LUBRICATING OIL.

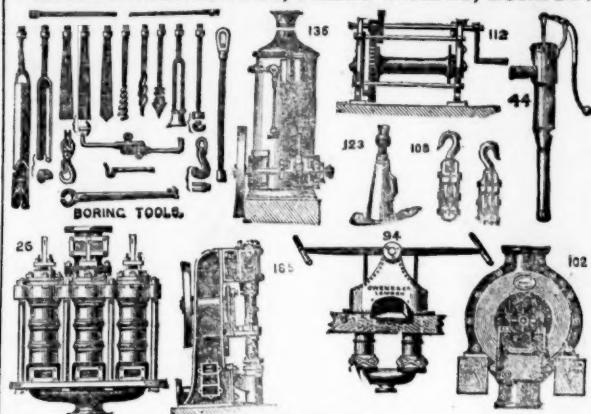
It has been in use now for nearly three years by the WIGAN COAL AND IRON COMPANY, whose Manager, Mr. ALFRED BEWLET, says—"I have used the Don Oil for nearly two years, and FIND IT TO ANSWER exceedingly well for the purposes of lubrication."

We have also most flattering written opinions, which could be produced, from Mr. THOMAS EMMERSON FORSTER, M.E., of Newcastle-upon-Tyne; from Mr. HARTOP, of Elsecar; from Messrs. VICKERS, SONS, and Co., of Sheffield; and from numbers of others. In face of such indisputable testimony, it is simply a WASTE OF MONEY to use the common kinds, which are nearly DOUBLE THE PRICE. Trials may be made AT OUR EXPENSE: particulars forwarded on application.

AGENTS WANTED, or special arrangements might be made with parties introducing it to their friends.

DUNCAN BROTHERS, Sole Importers,
London Office, 2 BLOOMFIELD STREET, LONDON WALL.
Liverpool Office, 20, UNITY BUILDINGS.

S. OWENS AND CO.

Hydraulic and General Engineers,
WHITEFRIARS STREET, FLEET STREET, LONDON.

MANUFACTURERS OF

BORING TOOLS, for testing ground for Minerals, Bridge Foundations, Artesian Wells, &c., to any depth.

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No. 94.—Double-barrel Pumps, for Mine or Quarry use.

No. 44.—Portable Wrought-iron Pumps, ditto ditto

No. 102.—Bernays's Patent Centrifugal Pumps, of all sizes.

ALSO EVERY OTHER DESCRIPTION OF

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COMPRISING

TURINES, WATER WHEELS, WIND ENGINES,

THE HYDRAULIC RAM, FIRE ENGINES, &c.

Catalogues and Estimates on application.

M'TEAR AND CO.'S CIRCULAR FELT ROOFING

FOR

GREAT ECONOMY

AND

CLEAR WIDE SPACE.



For particulars, estimates, and plans, address,—

M'TEAR & CO.,

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STREET, LONDON;

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MANCHESTER;

OR,

CORPORATION STREET,

BELFAST.

The above drawing shows the construction of this cheap and handsome roof now much used for covering factories, stores, sheds, farm buildings, &c., the principals of which are double bow and string girders of best pine timber, sheathed with $\frac{1}{2}$ in. boards, supported on the girders by purlins running longitudinally, the whole being covered with patent waterproof roofing felt. These roofs so combine lightness with strength that they can be constructed up to 100 ft. span without centre supports, thus not only affording a clear wide space, but effecting a great saving both in the cost of roof and uprights.

They can be made with or without top-lights, ventilators, &c. Felt roofs of any description executed in accordance with plans. Prices for plain roofs from 30s. to 60s. per square, according to span, size, and situation.

Manufacturers of PATENT FELTED SHEATHING, for covering ships' bottoms under copper or zinc.

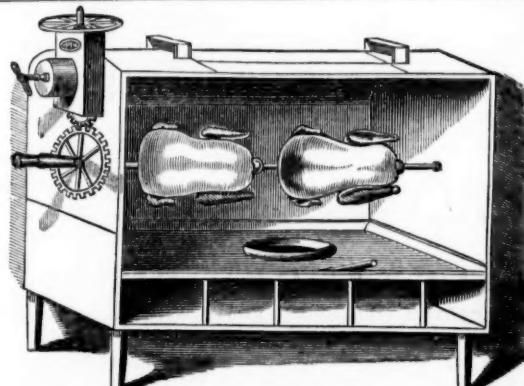
INODOROUS FELT for lining damp walls and under floor cloths.

DRY HAIR FELT, for deadening sound and for covering steam pipes, thereby saving 25 per cent. in fuel by preventing the radiation of heat.

PATENT ASPHALTE ROOFING FELT, price 1d. per square foot.

Wholesale buyers and exporters allowed liberal discounts.

PATENT ROOFING VARNISH, in boxes from 3 gallons to any quantity required, 8d. per gallon.



THE PATENT VERUVOLVER, OR ROASTING APPARATUS,

MANUFACTURED BY

WM. ESCOTT, MINING DEPOT, &c., TAVISTOCK, Combines NEATNESS and COMPACTNESS with UTILITY and ECONOMY. Meat cooked in this way is superior in flavour and more digestible than in the ordinary mode of cooking—retaining its moisture, as to a large extent it drips itself.

Mr. ESCOTT would also beg to call attention to various other articles manufactured by him, such as WIRE SIEVES, RIDDLES, and GENERAL WIRE-WORK, packed expressly for foreign markets, so that at least 50 per cent. is saved in the freight.

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764.) THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER. Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 98, High-street, Sunderland.

SPECIAL PAMPHLET ON NERVOUS DEBILITY.—Read the Warning Voice on the Special Treatment of Nervous, Mental, and Physical Debility, Lowness of Spirits, Dimness of Sight, Indigestion, &c. Illustrated with cases. Gives rules for cure by the New Medicines. Dr. SMITH will, for the benefit of country patients, on receiving a description of their case, send a letter of advice GRATIS. Pamphlet (160 pages) free by post in an envelope on receipt of two stamps.—Dr. SMITH, 8, Burton-crecent, London, W.C.

TO NERVOUS SUFFERERS—READ AND JUDGE FOR YOURSELVES.

D. BARNES has just published 20,000 copies of the "SECRET FRIEND," a most valuable book to young men on the Treatment and Cure of NERVOUS and PHYSICAL DEBILITY, LOSS OF MEMORY, DIMNESS OF SIGHT, LATITUDE, PAINS in the BACK, LOCAL WEAKNESS, DEPRESSION OF SPIRITS, &c., with plain directions for perfect restoration to health and vigour. Sent post free on receipt of two stamps. Address, Dr. J. A. BARNES, 1, Lonsdale-square, Barnsbury, London, N.

IN THE MATTER OF THE COMPANIES ACTS, 1862 AND 1867;

AND OF THE

PHENIX SILVER-LEAD AND BLEND MINING COMPANY (LIMITED).

THE CREDITORS of the ABOVE-NAMED COMPANY are REQUIRED, on or before the 14th day of October, 1871, TO SEND THEIR NAMES and ADDRESSES, and the particulars of THEIR DEBTS or CLAIMS, and the NAMES and ADDRESSES of their SOLICITORS, if any, to FREDERICK FOSTER BUFFEN, of No. 15, Coleman-street, in the City of London, Accountant, the Official Liquidator of the said company, and, if so required by notice in writing from the said Official Liquidator, are, by their solicitors, TO COME IN and PROVE their said DEBTS or CLAIMS at the Chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice; or, in default thereof, they will be EXCLUDED from the BENEFIT of any DISTRIBUTION made before such debts are proved.

Tuesday, the 31st of October, 1871, at Eleven o'clock in the forenoon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims.

HENRY CHURCH, Chief Clerk of the Vice-Chancellor.

Sir JOHN WICKENS, acting for the Master of the Rolls.

ASHURST, MORRIS, AND CO., 6, Old Jewry, London, E.C.

(Solicitors to Official Liquidator.)

Dated this 15th day of August, 1871.

NEW GWYNFONYDD GOLD MINING COMPANY (LIMITED).

APPLICATIONS for the REMAINING DEBENTURE BONDS of £10 each, and bearing 10 per cent. interest, being a first charge on the property of the company, will be RECEIVED at the offices of the company, 71, Lord-street, Liverpool, on or before SATURDAY, the 9th September next.

CHARLES BESWICK, Secretary.

HITCHENS AND CO., MINERAL AGENTS AND SURVEYORS, NEW POULTRY CHAMBERS, LONDON, E.C., REQUIRE A RESPECTABLE YOUNG MAN for OFFICE DUTIES, who is able to make Plans and Sections. He must be a good penman, and well up in figures.

Apply, in own handwriting, as above, stating salary required.

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Established in 1868.
The fullest and reliable information relative to Australian Gold Mine Investments can always be obtained from the undersigned.

THOMAS DICKER,

(Late Editor of the "Mining Record," Melbourne).

M R. J. S. M E R R Y,
ASSAYER AND ANALYTICAL CHEMIST,
SWANSEA.

BRITISH, COLONIAL, AND FOREIGN PATENTS,
REGISTRATION OF DESIGNS, COPYRIGHTS, TECHNICAL TRANSLATIONS, DRAWINGS, &c.

MICHAEL HENRY

Mem. Soc. Arts, Assoc. Soc. Engineers, Compiler of the "Inventors' Almanac,"

and the Author of the "Defence of the Present Patent Law."

Inventors advised in relation to Patents and Inventions and Industrial Matters. Printed information sent free by post. Specifications drawn and revised, searches conducted. Abstracts, Cases, and Opinions drawn.

Offices, 68, Fleet-street, E.C., London, corner of and entrance in Whitefriars Street.

PISTONS, AND AIR-PUMP BUCKETS,
FITTED WITH

PATENT ELASTIC METALLIC PACKING.

Of which above FIVE THOUSAND EIGHT HUNDRED have been made by

MESSRS. MATHER AND PLATT,

SALFORD IRONWORKS, MANCHESTER

BUICKFORD'S PATENT
FOR CONVEYING
CHARGE IN

SAFETY FUSE,
FIRE TO THE
BLASTING ROCKS, &c.

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXPOSITION" held in Paris, in 1865; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXPOSITION," in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.

BUICKFORD, SMITH AND CO.,
of TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to the trade and public to the following announcement:

EVERY COIL of FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOWDER, and BUICKFORD, SMITH AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK.

JOHN BOURNE AND CO.,
ENGINEERS, SHIPBUILDERS, AND CONTRACTORS,
BLOWING ENGINES, WINDING ENGINES,
Bourne's Patent Spherical Governors, Bourne's Patent Feedwater Heaters,
Bourne's Patent Gas Furnaces, Bourne's Patent Coal-dust Furnaces,
PUMPING ENGINES, STEAM BOILERS.

66, MARK LANE, LONDON.

FREDERICK MIRLS,
ENGINEERING AUCTIONEER,
VALUER AND SURVEYOR,
17, ST. ANN'S SQUARE, MANCHESTER.

WHEATLEY KIRK & PRICE,
(ESTABLISHED 1850.)

AUCTIONEERS AND VALUERS

OF EVERY DESCRIPTION OF

COLLIERY PLANT, IRONWORKS, &c.

Estimates for Periodical Surplus Sales, Annual Valuations, &c.

35, PRINCESS STREET, MANCHESTER.

ALEXANDER SMITH,
CONSULTING ENGINEER, ARBITRATOR, AND VALUER
OF EVERY DESCRIPTION OF PLANT AND MACHINERY.
CASTLE STREET AND BOURNE STREET, DUDLEY.
Office for all New and Second-Hand Requirements of Ironworks, Collieries,
and General Manufactories.

IRON AND COAL COMPANIES.

Shares.	Company.	Paid.	Price.
£100 John Abbot and Co. [L.]		£ 75 0 0 ..	29 $\frac{1}{2}$ 20 dis.
100 Ashbury Co. [L.]		90 0 0 ..	40 37 $\frac{1}{2}$ dis.
50 Blaenavon Iron and Steel Co. [L.]		7 10 0 ..	5 1 $\frac{1}{2}$ dis.
100 Bolekow, Vaughan, and Co. [L.]		80 0 0 ..	31 $\frac{1}{2}$ 33 $\frac{1}{2}$ pm.
100 Brown, John, and Co. [L.]		70 0 0 ..	7 7 $\frac{1}{2}$ pm.
100 Consett Iron Co. [L.]		7 10 0 ..	5 $\frac{1}{2}$ 6 pm.
100 Cammell and Co. [L.]		80 0 0 ..	11 10 10 dis.
100 Ebbs Vale Co. [L.]		27 10 0 ..	5 5 $\frac{1}{2}$ dis.
6 Fairbairn Engineering		5 0 0 ..	1 $\frac{1}{2}$ 2 pm.
20 General Mining Association [L.]		20 0 0 ..	8 10
150 Hopkins, Glakes, and Co. [L.]		10 0 0 ..	8 $\frac{1}{2}$ dis.
10 Ironmasters' Company [L.]		10 0 0 ..	8 $\frac{1}{2}$ dis.
100 Midland Iron Co. [L.]		5 0 0 ..	7 7 $\frac{1}{2}$ pm.
2% Mersey Steel and Iron Co. [L.]		11 10 0 ..	7 $\frac{1}{2}$ 7 $\frac{1}{2}$ dis.
2% Myndy Iron Ore [L.]		3 10 0 ..	2 $\frac{1}{2}$ 2 dis.
100 Nantyglo and Blaenavon (perp. 8 p. c. pref.)		25 0 0 ..	5 $\frac{1}{2}$ dis. 1 $\frac{1}{2}$ pm.
1 Nerbudda Coal and Iron		0 0 ..	par. 7 $\frac{1}{2}$ pm.
35 Palmer's Shipbuilding and Iron Co. [L.]		25 0 0 ..	1 2 pm.
35 Ditto ditto		25 0 0 ..	1 2 pm.
100 Paragon Iron Co. [L.]		65 0 0 ..	5 $\frac{1}{2}$ pm. par.
20 Paragon Shaft and Axletree Co. [L.]		10 0 0 ..	5 $\frac{1}{2}$ pm. par.
50 Rhymeyn Iron Co. [L.]		50 0 0 ..	17 15 dis.
15 Ditto New		15 0 0 ..	4 $\frac{1}{2}$ dis.
50 Shotts Iron Co.		50 0 0 ..	20 18 dis.
100 Sheep-side Iron and Coal Co. [L.]		45 0 0 ..	6 dis.
100 Staveley Iron and Coal Co.		60 0 0 ..	50 58 pm.
100 Ditto ditto New		10 0 0 ..	8 9 pm.
100 Thames Iron Company		10 0 0 ..	9 11 pm.
7 $\frac{1}{2}$ Titantic Iron and Steel		5 0 0 ..	—
100 Vancouver Coal [L.]		6 0 0 ..	par. 1 pm.
100 Van Iron Co. [L.]		10 0 0 ..	—
100 Whitehaven Iron Mines [L.]		4 0 0 ..	—
100 Wigan Coal and Iron Co.		100 0 0 ..	12 10 dis.
75 Ditto ditto		75 0 0 ..	12 10 dis.

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares. Mines. Paid. Last Pr. Business. Total divs. Per share. Last paid.

1500 Alderley Edge, c, Cheshire*	10 0 0 ..	—	10 11 8 ..	0 50 ..	July 1871
2000 Blaen Caeran, s-l, Cardig.*	1 0 0 ..	1 $\frac{1}{2}$ 1 $\frac{1}{2}$	0 1 0 ..	0 10 ..	May 1871
6000 Boscastle, t, c, St. Just	1 0 0 ..	—	0 2 0 ..	0 20 ..	Apr. 1870
200 Botallack, t, c, St. Just	91 5 0 ..	240 ..	240 260 ..	60 5 0 ..	Aug. 1871
50000 Bronfloyd, s-l, Cardigan*	100 0 0 ..	105 ..	105 110 ..	10 0 ..	2 0 ..
4000 Brookwood, c, Buckfastleigh	1 16 0 ..	—	1 0 0 ..	0 26 ..	July 1871
50000 Bwthyn Consols, s-l, Cardigan*	4 0 0 ..	—	0 9 0 ..	0 2 0 ..	May 1870
6400 Cashwell, t, Cumberland	2 10 0 ..	—	0 14 6 ..	0 2 0 ..	Dec. 1870
50000 Castle-an-Dinas, t, St. Columb.	2 0 0 ..	—	0 2 0 ..	0 2 0 ..	July 1871
888 Cargol, s-l, Newlyn	16 5 7 ..	—	16 15 0 ..	0 19 0 ..	Aug. 1869
1000 Carn Brea, c, Illogan	35 0 0 ..	155 ..	130 135 ..	282 10 0 ..	2 0 ..
2450 Cook's Kitchen, c, Illogan	19 14 9 ..	—	27 28 ..	6 17 0 ..	0 15 ..
862 Cwm Erbin, t, Cardiganshire	7 10 0 ..	—	—	31 18 0 ..	0 5 ..
128 Cwmystwyth, t, Cardiganshire	60 0 ..	—	—	394 10 0 ..	0 20 ..
280 Derwent Mines, s-l, Durham	300 0 0 ..	—	—	177 0 0 ..	2 10 ..
1024 Devon Gt. Consols, c, Tavistock	1 0 0 ..	100 ..	95 105 ..	1153 0 0 ..	4 0 ..
656 Ding Dong, t, Gwylfa	49 14 6 ..	—	7 10 0 ..	0 18 0 ..	Aug. 1870
1432 Dolcoath, c, Illogan	32 4 6 ..	185 ..	260 12 6 ..	8 10 0 ..	Aug. 1870
12800 Drake Wall, c, Calstock	2 10 0 ..	—	1 3 8 ..	0 1 ..	July 1871
614 East Cadron, c, St. Cleer	2 14 0 ..	5 $\frac{1}{2}$ 5 $\frac{1}{2}$	14 14 0 ..	0 3 ..	July 1871
300 East Darren, t, Cardiganshire	32 0 0 ..	—	197 10 0 ..	2 0 ..	Apr. 1871
6400 East Pool, t, c, Illogan	0 9 9 ..	19 $\frac{1}{2}$ 13 $\frac{1}{2}$	11 18 0 ..	0 5 0 ..	July 1871
1906 East Welsh Lovell, t, Wendron	8 9 0 ..	14 $\frac{1}{2}$ 13 14 ..	19 8 6 ..	0 12 0 ..	Aug. 1871
2800 Foxdale, t, Isle of Man	25 0 0 ..	—	78 10 0 ..	0 10 0 ..	June 1871
5000 Frank Mills, t, Christow	3 18 6 ..	—	4 8 0 ..	0 2 6 ..	Aug. 1868
867 Gawton, c, Tavistock	3 10 6 ..	—	0 3 0 ..	0 3 0 ..	Jan. 1869
15000 Great Laxey, t, Isle of Man*	4 0 0 ..	18 ..	16 17 ..	14 3 0 ..	0 6 ..
3000 Great Northern Manganese	5 0 0 ..	—	—	5 p.c.t. ..	Feb. 1869
5900 Great Wheal Vor, t, c, Helston	40 0 0 ..	9 $\frac{1}{2}$ 9 $\frac{1}{2}$	15 12 0 ..	0 6 ..	June 1871
12800 Gunnislake, t, Lizard	4 19 0 ..	—	0 2 0 ..	0 1 0 ..	Nov. 1870
25000 Killaloe, s-l, Tipperary	1 0 0 ..	1 $\frac{1}{2}$..	57 ..	0 0 ..	June 1871
165 Levant, c, St. Just	10 8 1 ..	—	1101 0 ..	0 2 0 ..	Aug. 1868
400 Llisbrune, t, Cardiganshire	18 15 0 ..	—	343 19 0 ..	2 0 0 ..	Mar. 1871
900 Marka, t, c, Caradon	4 10 6 ..	6 ..	7 2 0 ..	0 4 ..	July 1871
1900 Minera Mining Co., t, Wrexham	25 0 0 ..	—	293 18 3 ..	4 18 0 ..	Aug. 1871
2000 Mining Co. of Ireland, c, l, cl.	7 0 0 ..	6 $\frac{1}{2}$ 6 $\frac{1}{2}$	0 4 6 6 ..	2 1 ..	July 1871
6400 New Pembroke, t, c, Parstow	5 0 0 ..	—	0 7 6 ..		